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(12) **United States Patent**  
**Hyde et al.**

(10) **Patent No.:** **US 9,158,908 B2**

(45) **Date of Patent:** **Oct. 13, 2015**

(54) **POWER SOURCE FOR IN-TRANSIT  
ELECTRONIC MEDIA**

(58) **Field of Classification Search**

None

See application file for complete search history.

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(US); **Thomas A. Weaver**, San Mateo,  
CA (US); **Lowell L. Wood, Jr.**,  
Bellevue, WA (US)

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(73) Assignee: **ELWHA LLC**, Bellevue, WA (US)

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(\*) Notice: Subject to any disclaimer, the term of this  
patent is extended or adjusted under 35  
U.S.C. 154(b) by 731 days.

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(22) Filed: **Apr. 27, 2012**

(65) **Prior Publication Data**

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*Primary Examiner* — Jared Fureman

*Assistant Examiner* — Aqeel Bukhari

(57)

**ABSTRACT**

Exemplary methods, systems and components are implemented on a multipassenger transit vehicle to provide passenger access to a pre-assigned interactive electronic media device associated with a passenger identification (ID) code or associated with an on-board situs location. The electronic media device may include a storage component, and a battery module that can periodically be replaced or recharged. Security techniques may provide protection against unauthorized usage of each electronic media device, and also help prevent unauthorized removal of the electronic media device from its approved location in the transit vehicle. Selective content may be accessible or downloaded via a communication node, wherein such content may include application programs or informational data specifically correlated with a media device location or a designated vehicle passenger. Selective content and/or operation capability for the electronic media device may be varied based on predetermined qualifications or passenger request.

**Related U.S. Application Data**

(63) Continuation-in-part of application No. 13/200,097, filed on Sep. 16, 2011, now Pat. No. 8,776,145, and a continuation-in-part of application No. 13/200,101, filed on Sep. 16, 2011, now abandoned, and a continuation-in-part of application No. 13/200,099, filed on Sep. 16, 2011.

(51) **Int. Cl.**

**H04N 21/25** (2011.01)

**H04N 21/2543** (2011.01)

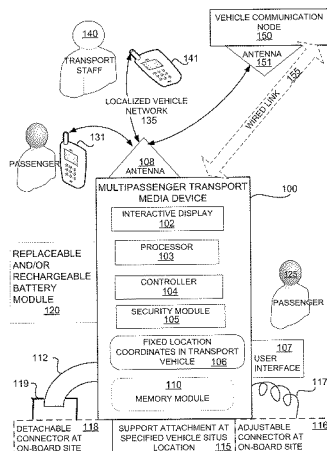
**H04N 21/414** (2011.01)

(Continued)

(52) **U.S. Cl.**

CPC ..... **G06F 21/44** (2013.01); **G06F 21/629**  
(2013.01); **G06F 21/81** (2013.01); **H04N**  
**21/414** (2013.01); **G06F 2221/2111** (2013.01);  
**H04N 21/25** (2013.01); **H04N 21/2543**  
(2013.01)

**49 Claims, 64 Drawing Sheets**



(51) **Int. Cl.****G06F 21/44** (2013.01)**G06F 21/62** (2013.01)**G06F 21/81** (2013.01)

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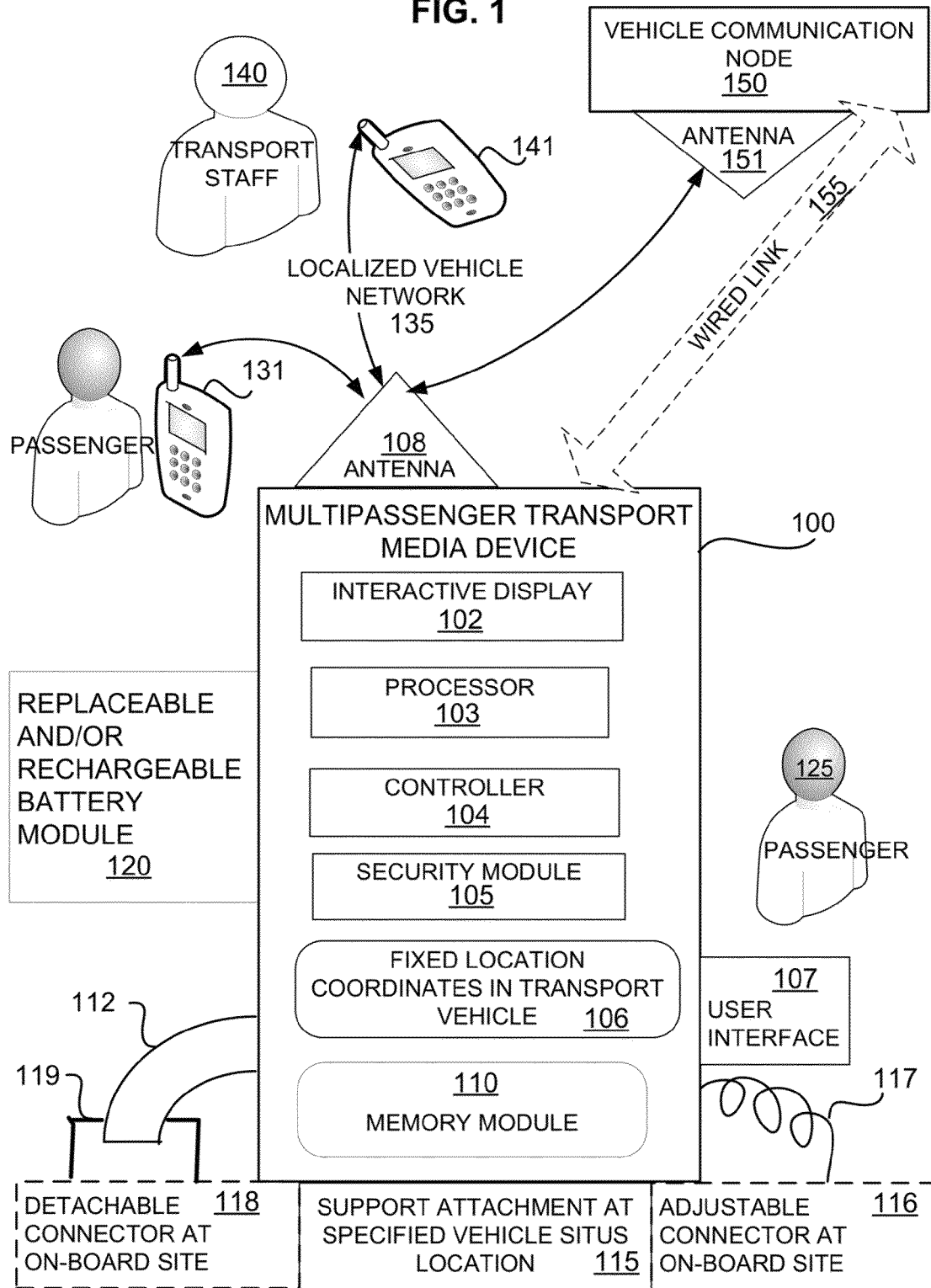
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U.S. Appl. No. 13/200,099, Hyde et al.

U.S. Appl. No. 13/200,097, Hyde et al.

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FIG. 1



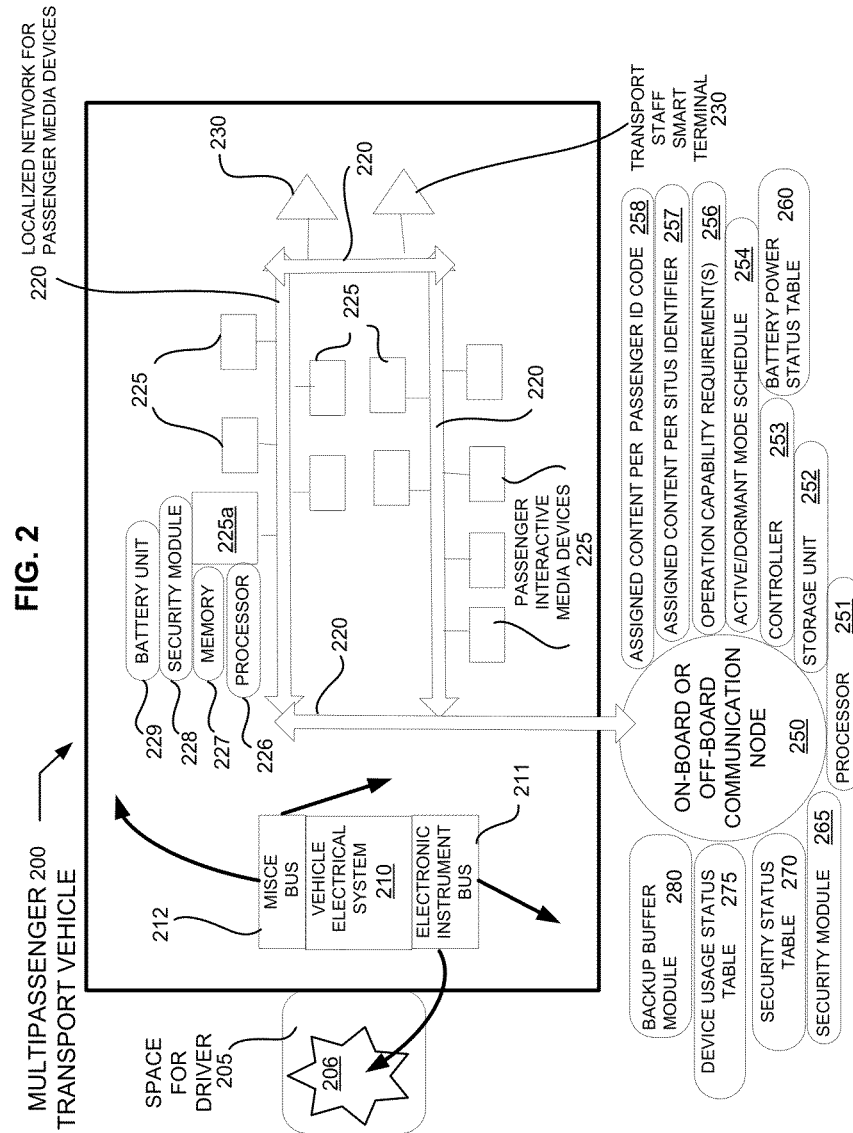
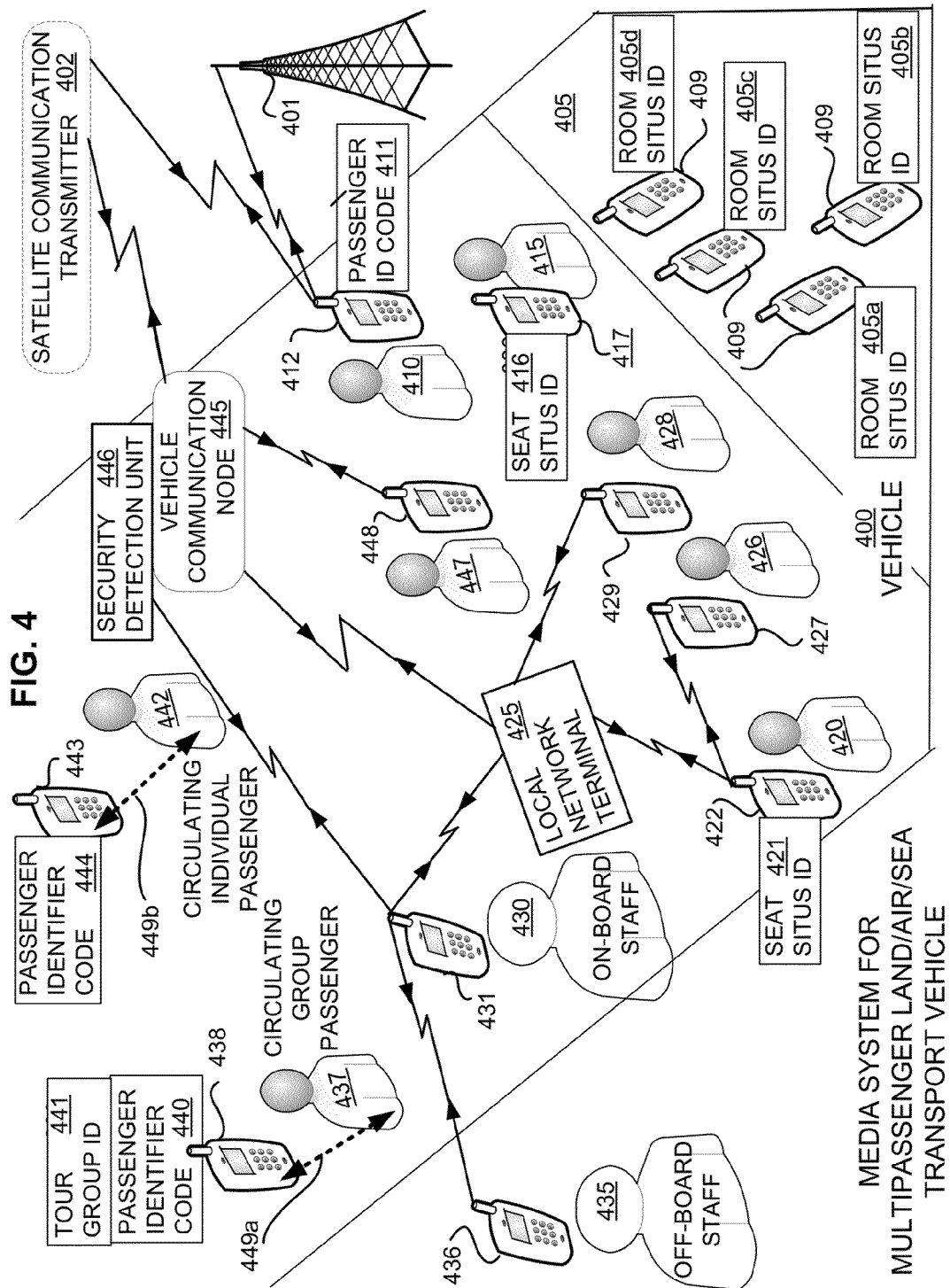


FIG. 3

300

## MATRIX TABLE FOR DEVICE SERVICING &amp; PASSENGER USAGE OF APPLICATIONS / CONTENT

PASSENGER PURCHASES		305		310		315		320		325	
TRAVEL TICKET		PASSENGER BOARDING		PASS ISSUED		ELECTRONIC MEDIA DEVICE IS ENTERED		MEDIA DEVICE DORMANT MODE DURING PRE-FLIGHT TAXI & TAKEOFF		MEDIA DEVICE ACTIVE MODE DURING ASCENT TO CRUISING ALTITUDE	
CERTAIN CONTENT & OPERATION CAPABILITY ARE SELECTED BASED ON PASSENGER REQUEST/AND/OR PASSENGER DEMOGRAPHICS		311		312		ELECTRONIC MEDIA DEVICE IS ACTIVATED BUT REMAINS IN DORMANT MODE		316		321	
PRE-SELECTED CONTENT (APPL'N PROGRAMS AND INFORMATIONAL DATA) IS TRANSFERRED TO STORAGE MODULE FOR PASSENGER'S ASSIGNED ELECTRONIC MEDIA DEVICE		317		318		A SECURITY PROTOCOL CONFIRMS PROPER SITUS LOCATION AND USER ID MATCHUP FOR ELECTRONIC MEDIA DEVICE		319		322	
MEDIA DEVICE ACTIVE MODE DURING CRUISING ALTITUDE		330		335		331		332		333	
TEXT MESSAGING AND VOICE MESSAGING ALLOWED VIA EXTERNAL SATELLITE OR TOWER TRANSMISSION		334		335		336		337		338	
TEXT MESSAGING & VOICE MESSAGING ALLOWED WITH ON-BOARD ELECTRONIC MEDIA DEVICES & STAFF VIA LOCAL NETWORK, ACCESS TO STORED CONTENT		339		340		341		342		343	
MEDIA DEVICE ACTIVE MODE DURING FOOD & BEVERAGE SERVICE		344		345		346		347		348	
FURTHER PASSENGER INPUT REQUESTS FOR ADDITIONAL CONTENT & FOR OTHER PRE-PAY AUTHORIZATIONS		349		350		351		352		353	
MEDIA DEVICE ACTIVE MODE DURING DESCENT & LANDING		354		355		356		357		358	
BATTERY STATUS CHECKED, RECHARGED OR REPLACED FROM PORTABLE CART, AND CONTENT DOWNLOADS FROM ON-BOARD NODE		359		360		361		362		363	
TEXT MESSAGING WITH STAFF, ACCESS TO STORED CONTENT		364		365		366		367		368	
MEDIA DEVICE ACTIVE MODE DURING PASSENGER EXIT		369		370		371		372		373	
CUSTOMIZED CONTENT & DATA PURGED FROM STORAGE MODULE, BATTERY STATUS CHECKED		374		375		376		377		378	
DETECTED LOW OR BAD BATTERY IS RECHARGED OR REPLACED AT ON-BOARD OR OFF-BOARD LOCATION		379		380		381		382		383	
SECURITY MONITORING FOR CONTENT INTEGRITY & MEDIA DEVICE USAGE & SITUS/USER ID MATCHUP		384		385		386		387		388	



**FIG. 5**

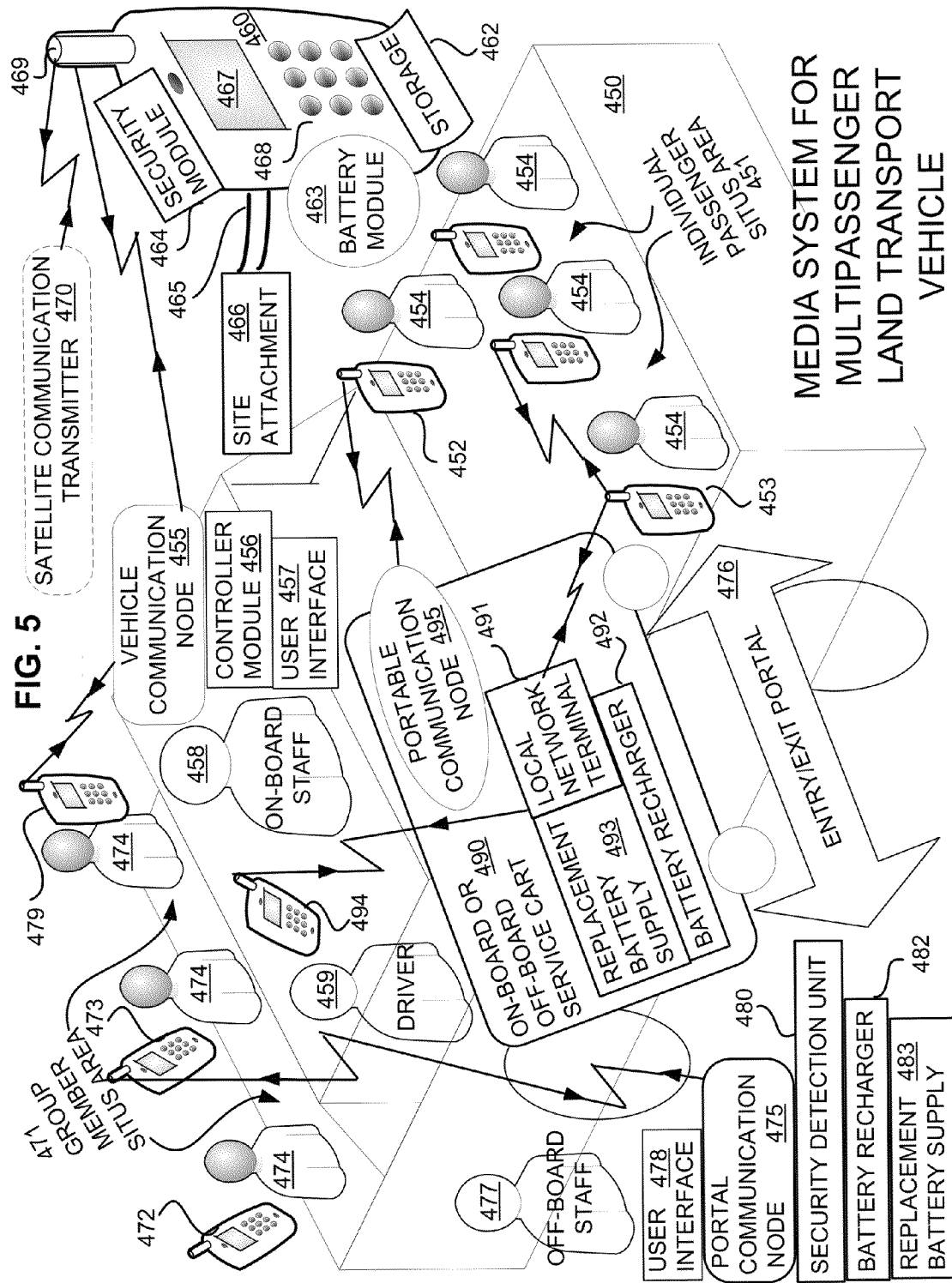


FIG. 6

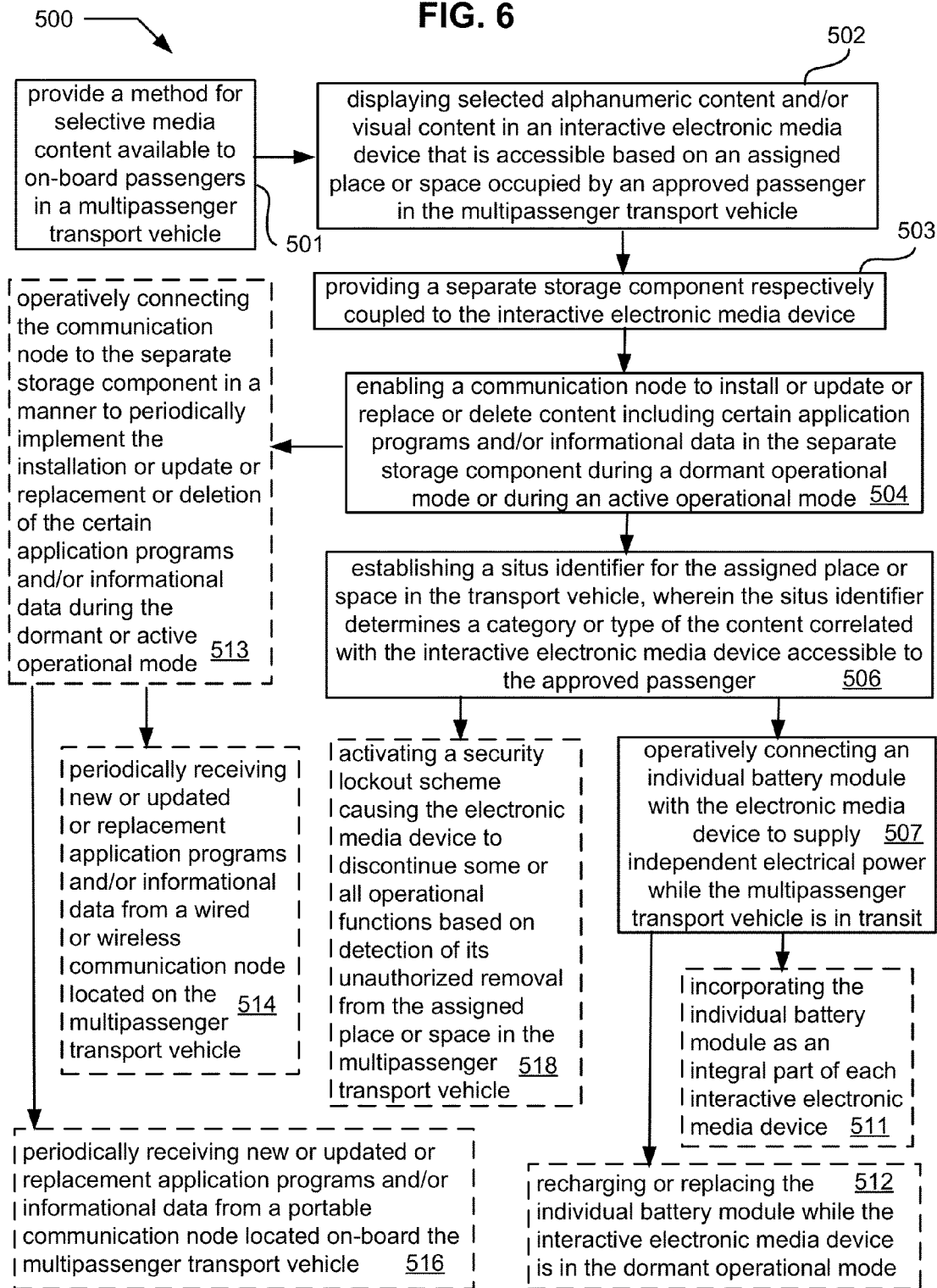


FIG. 7

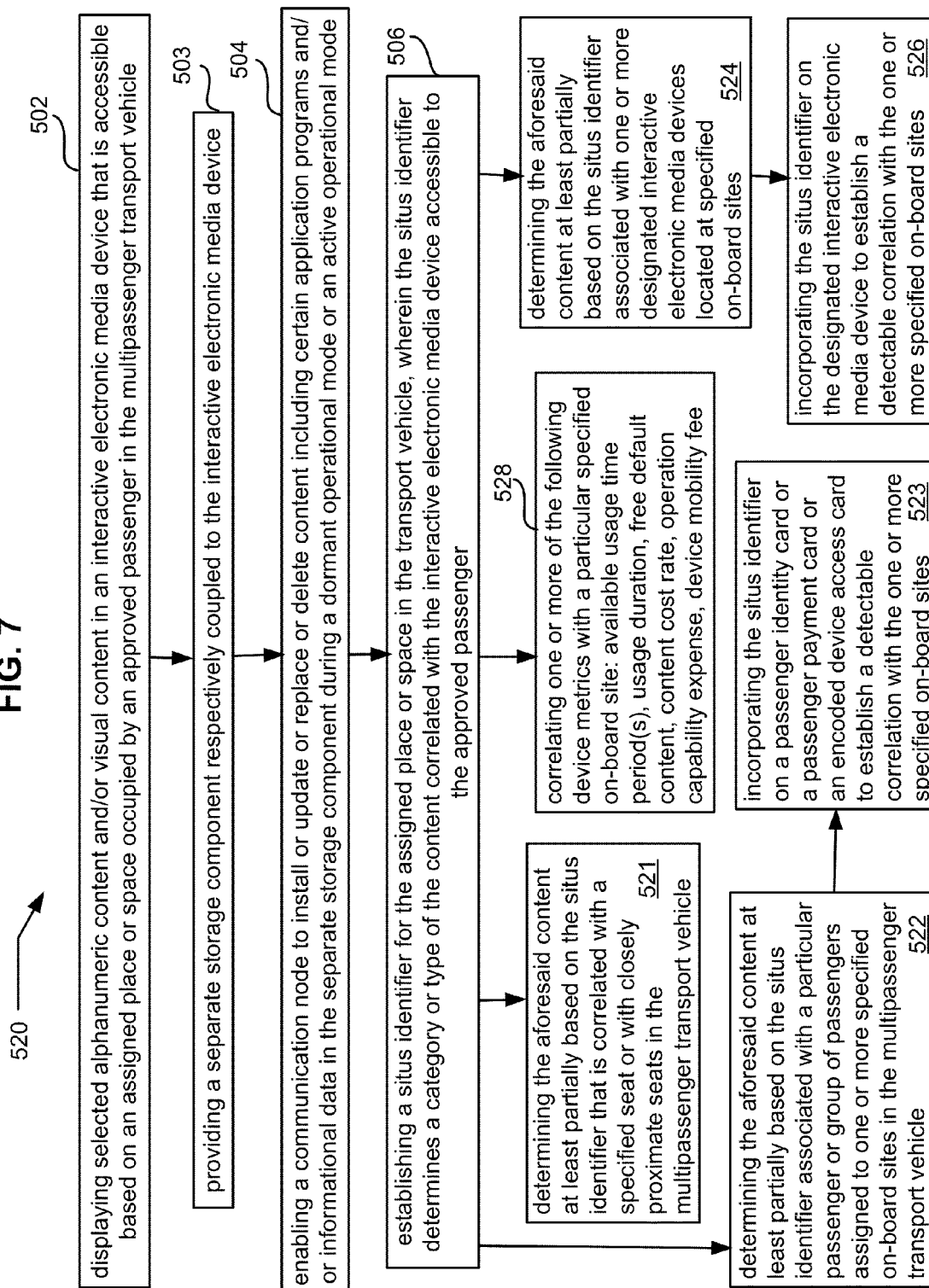


FIG. 8

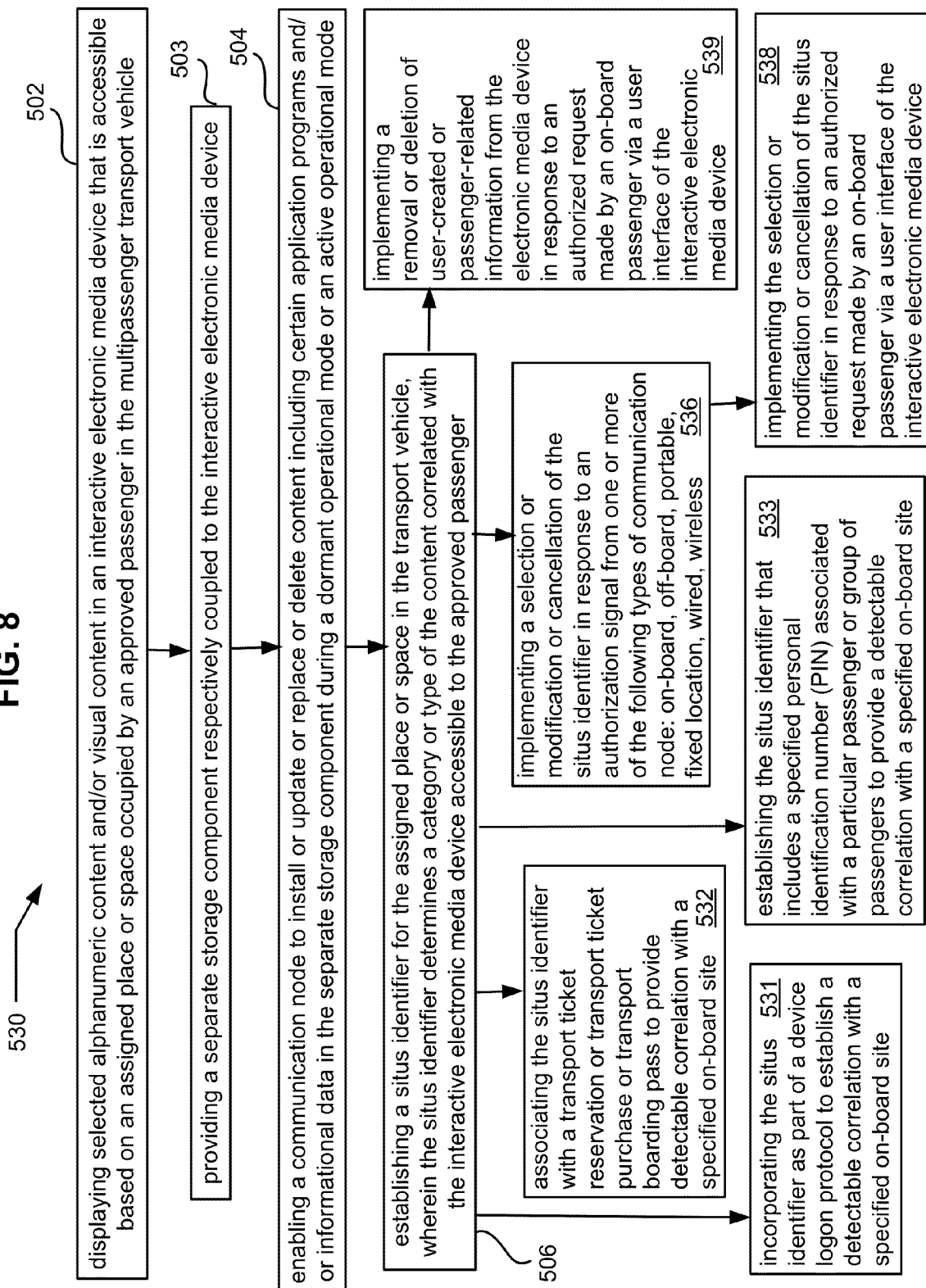


FIG. 9

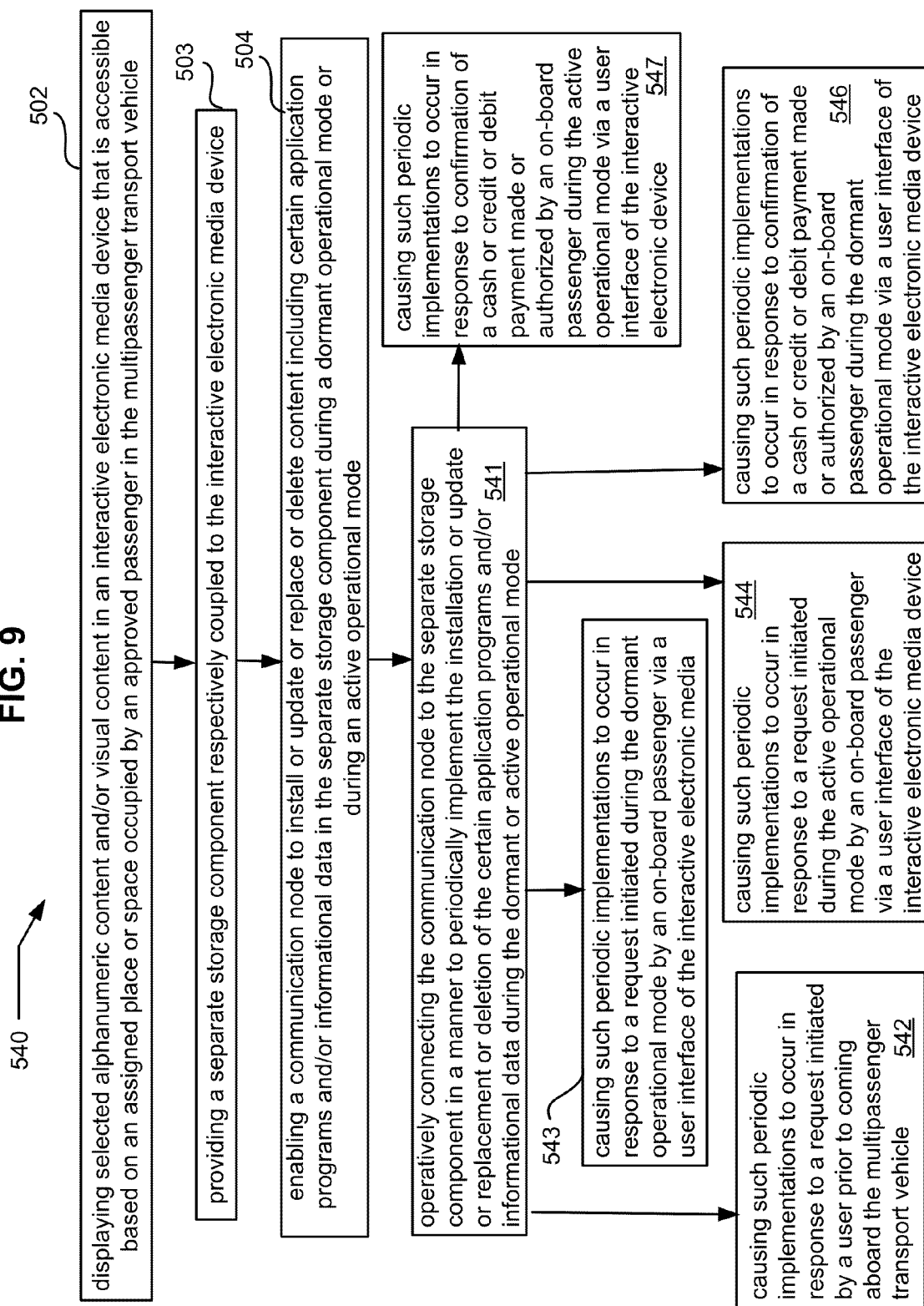


FIG. 10

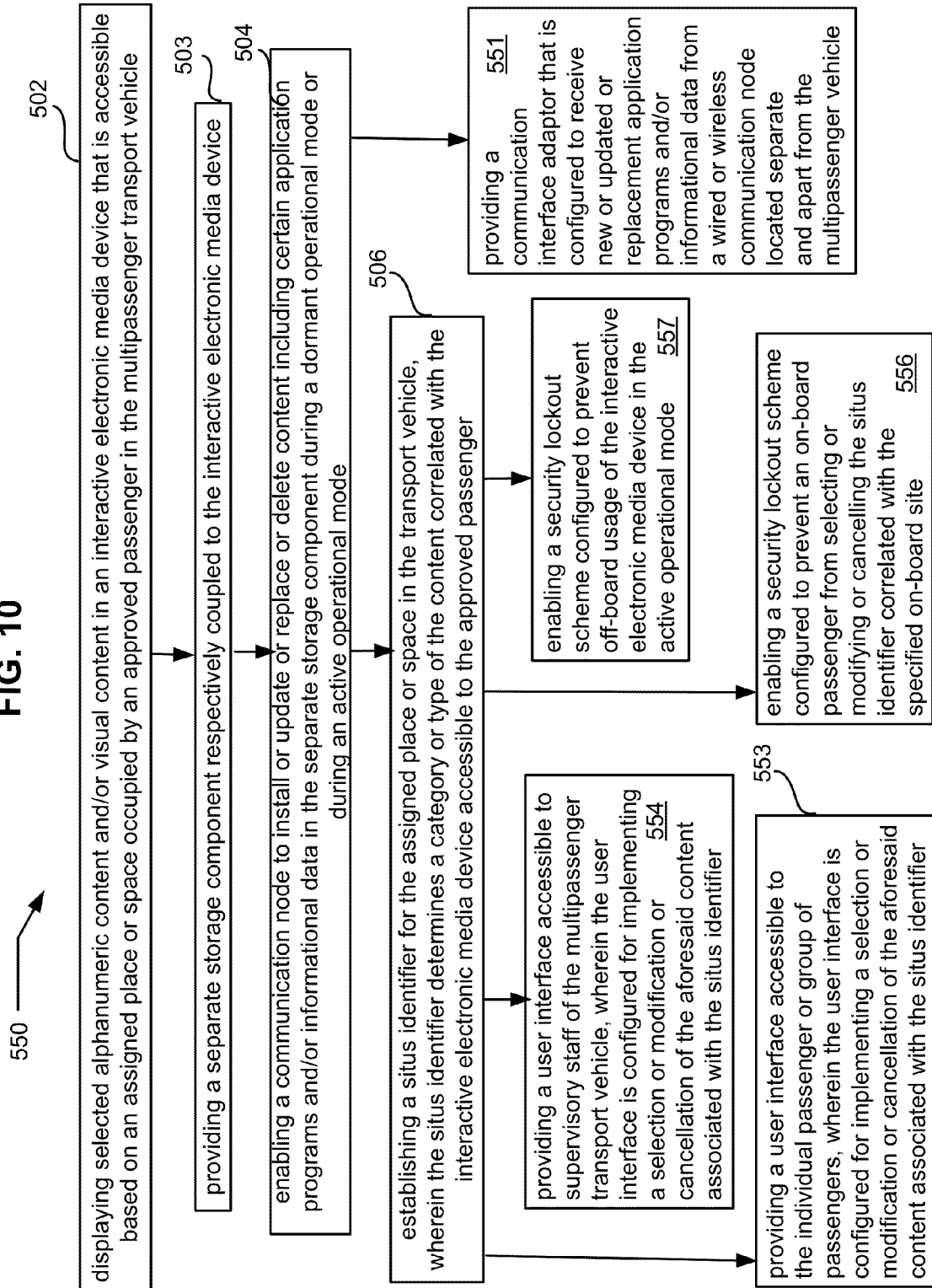


FIG. 11

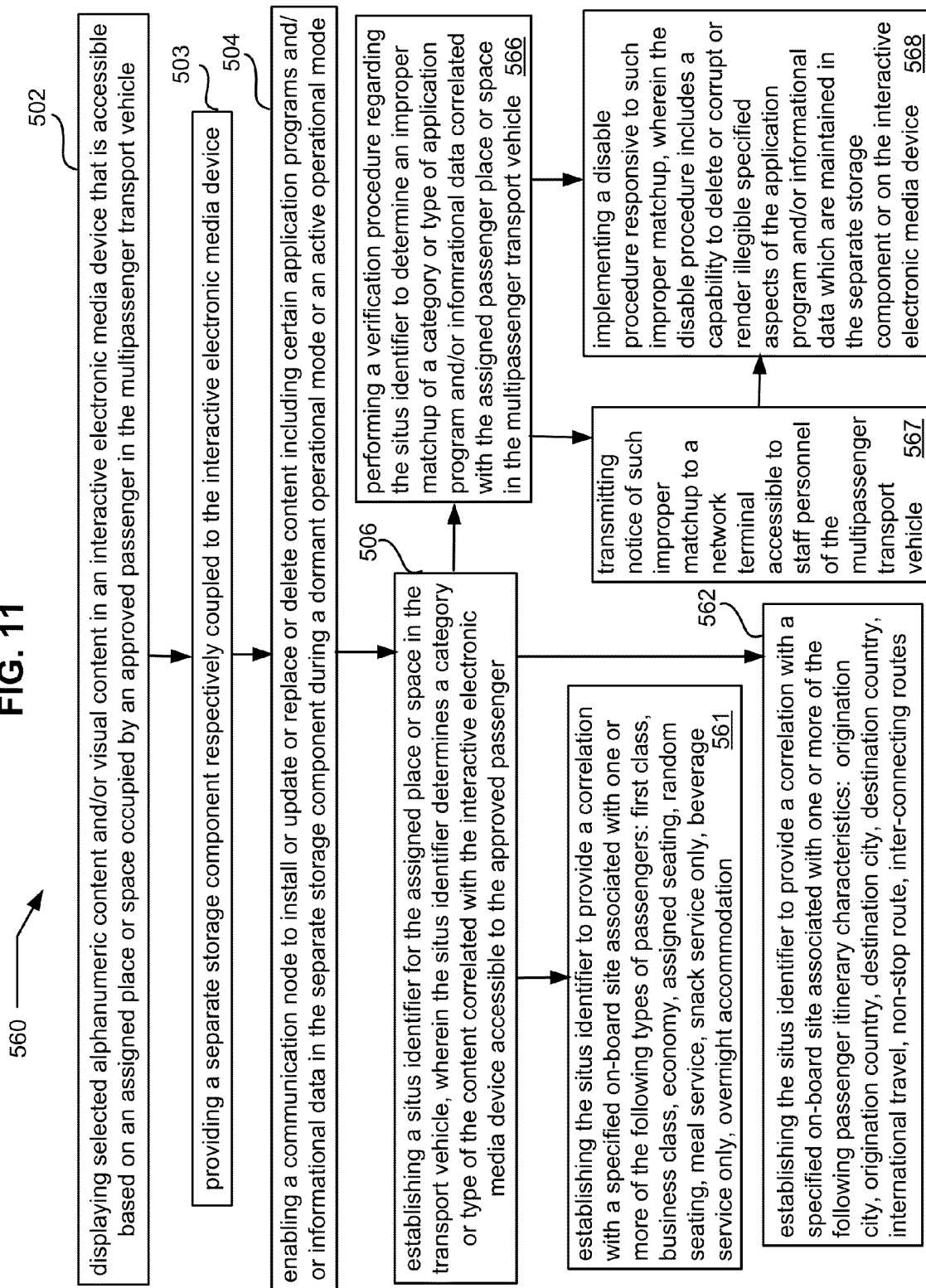


FIG. 12

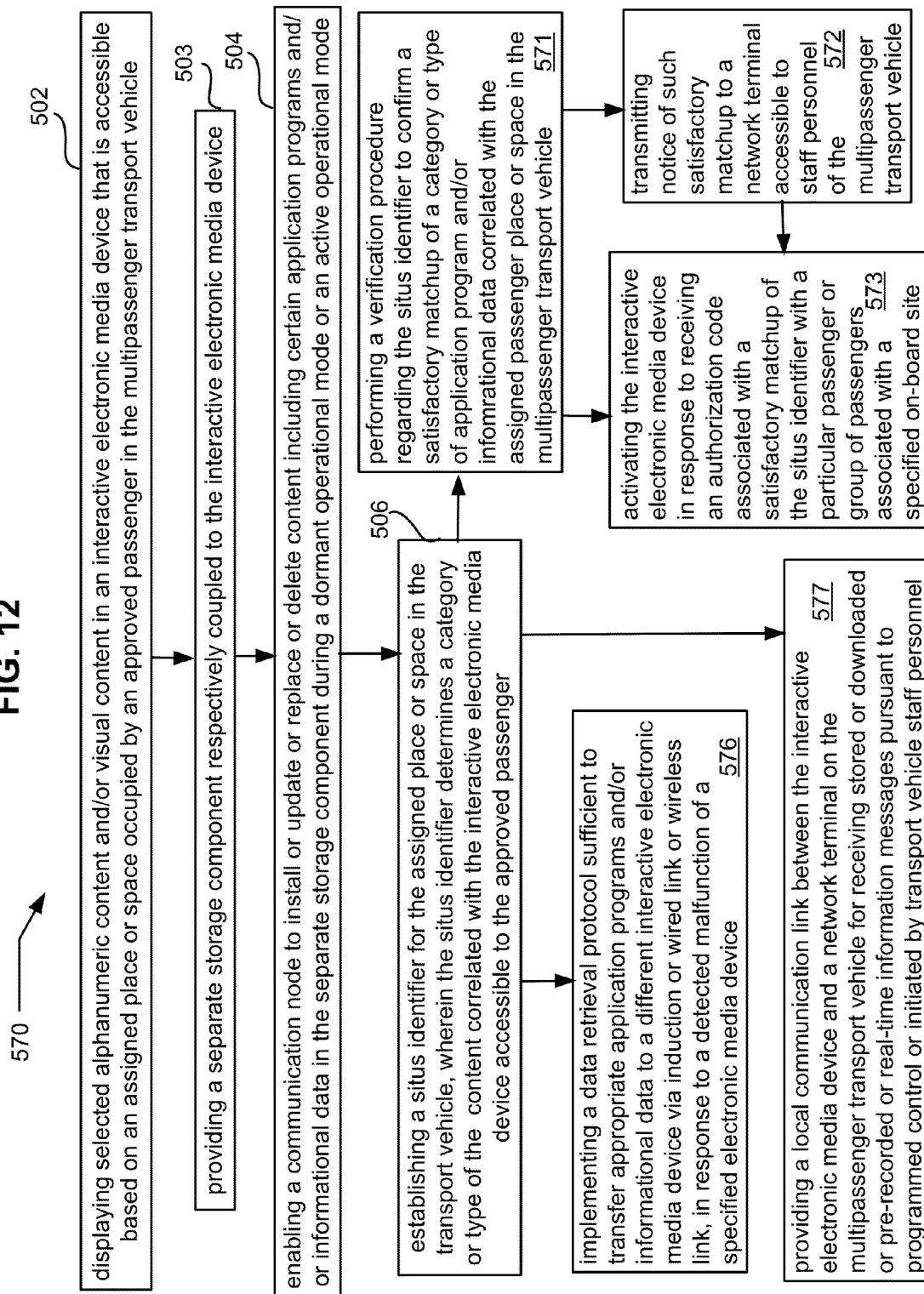


FIG. 13

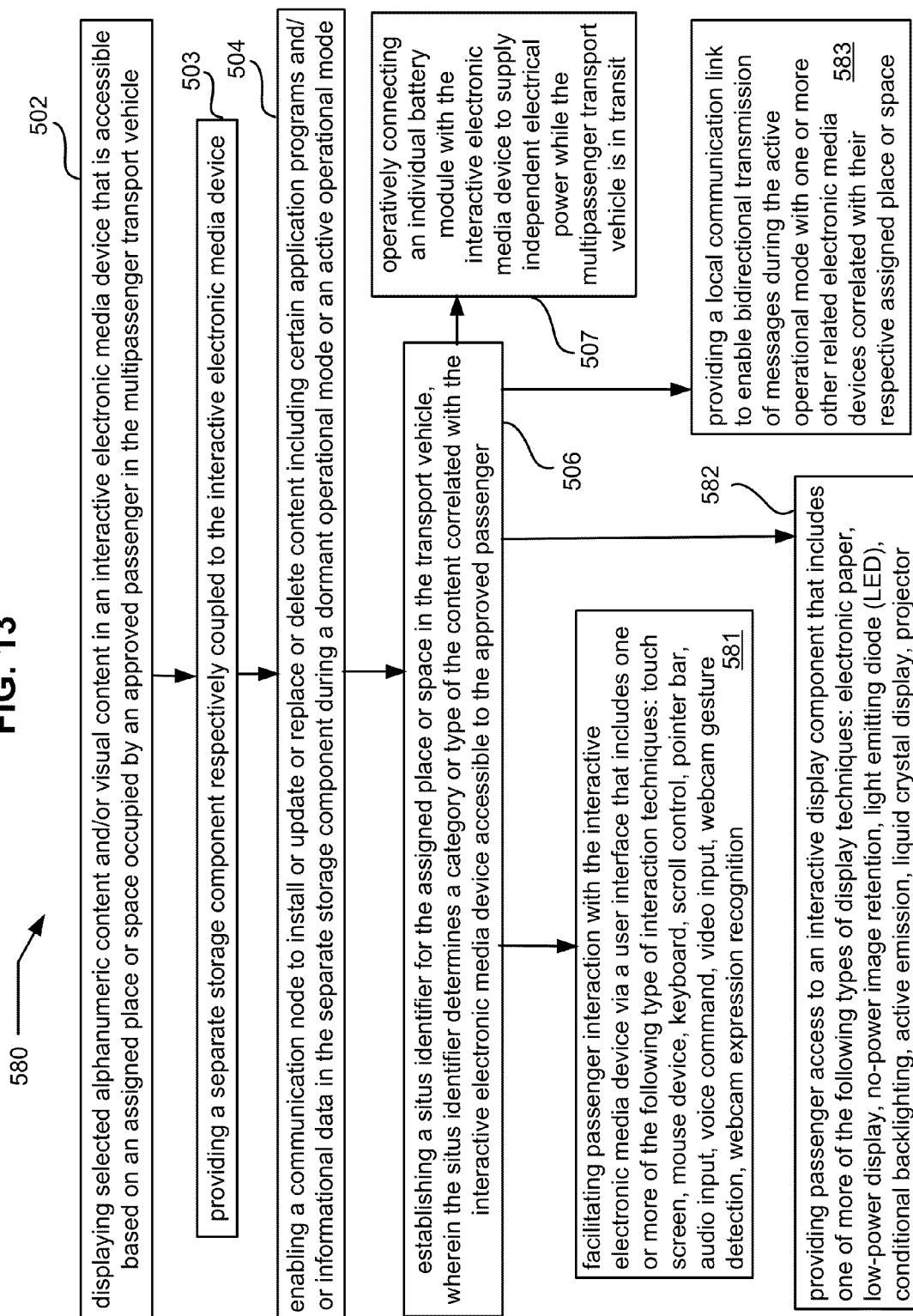


FIG. 14

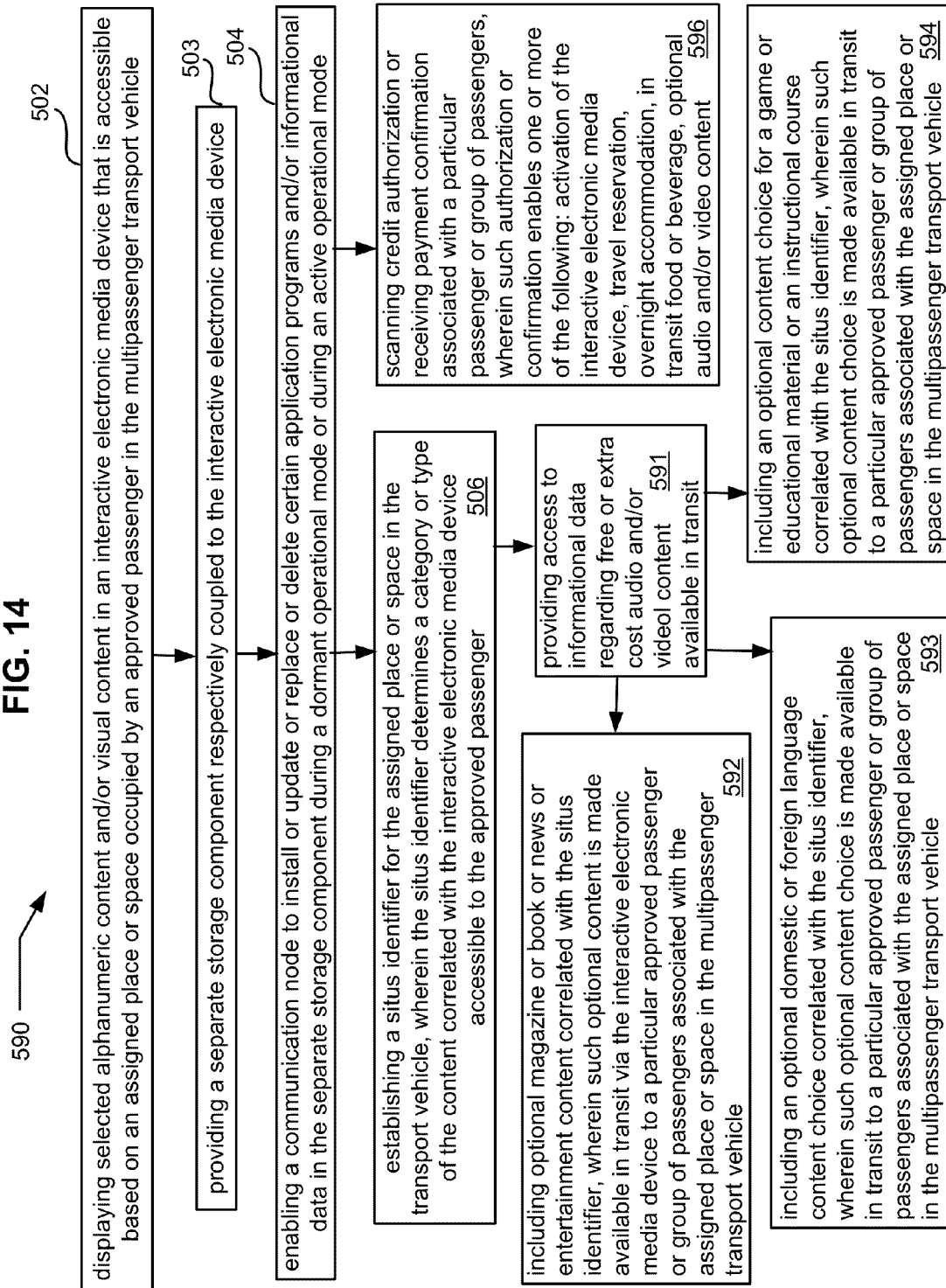


FIG. 15

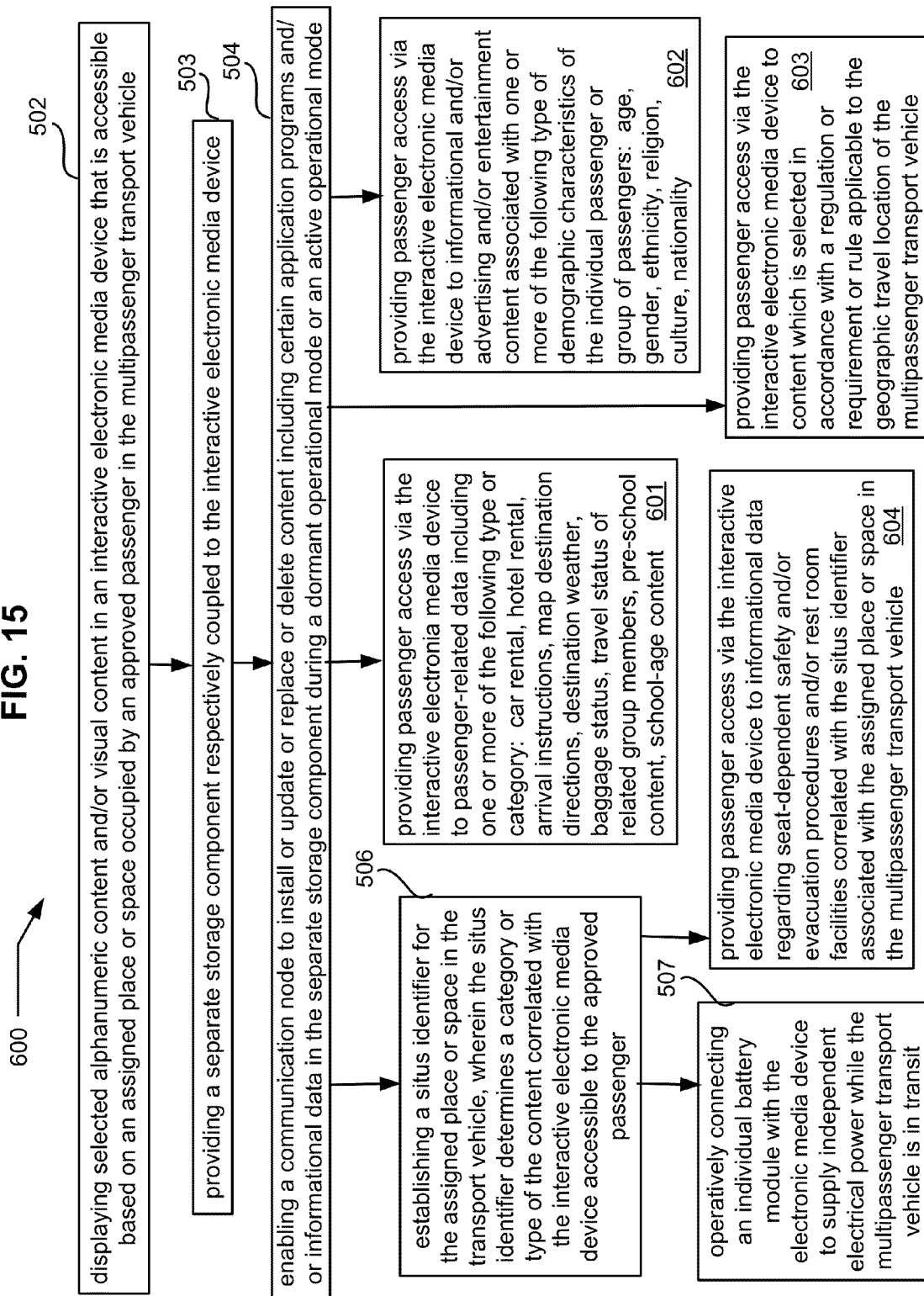


FIG. 16

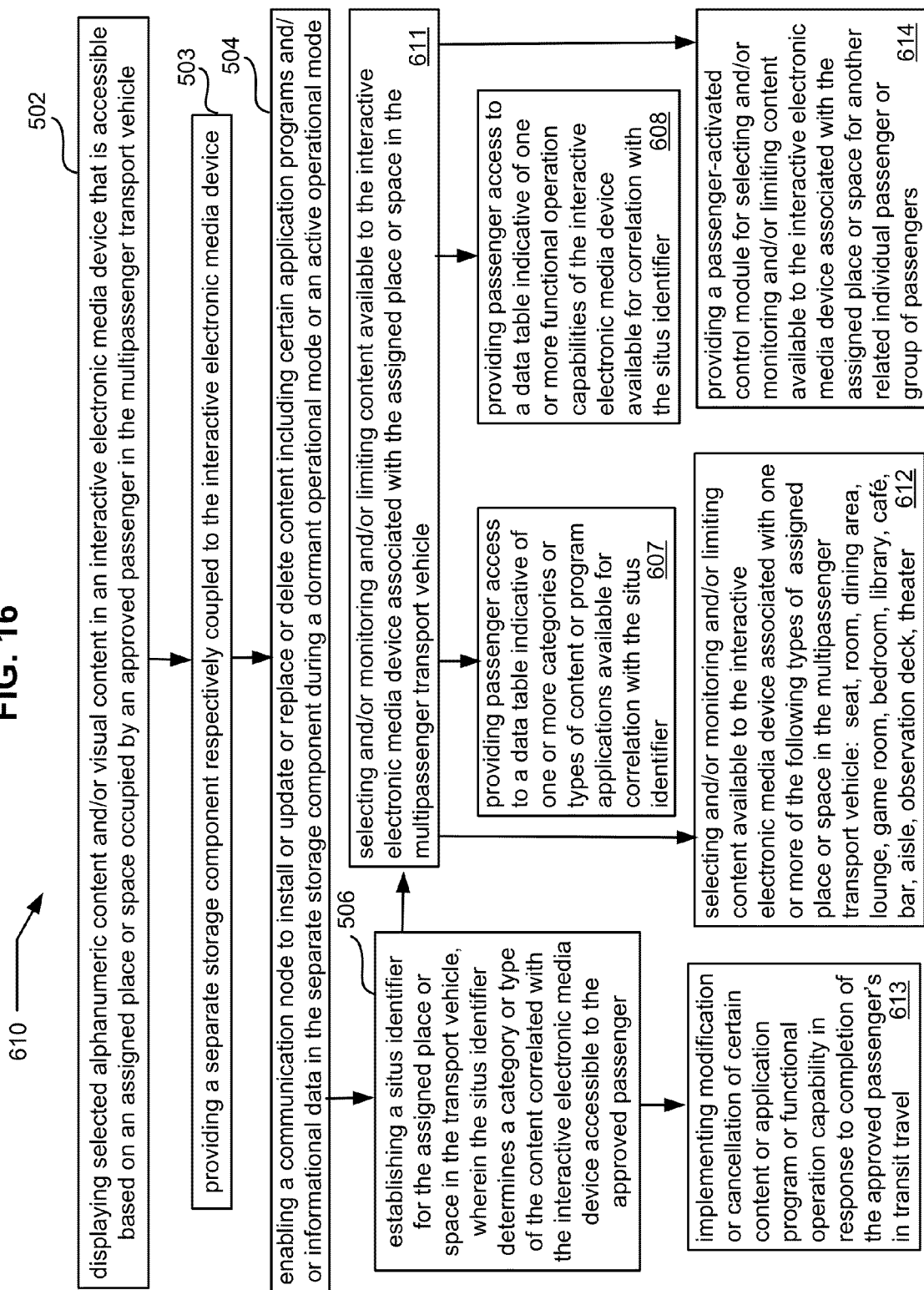


FIG. 17

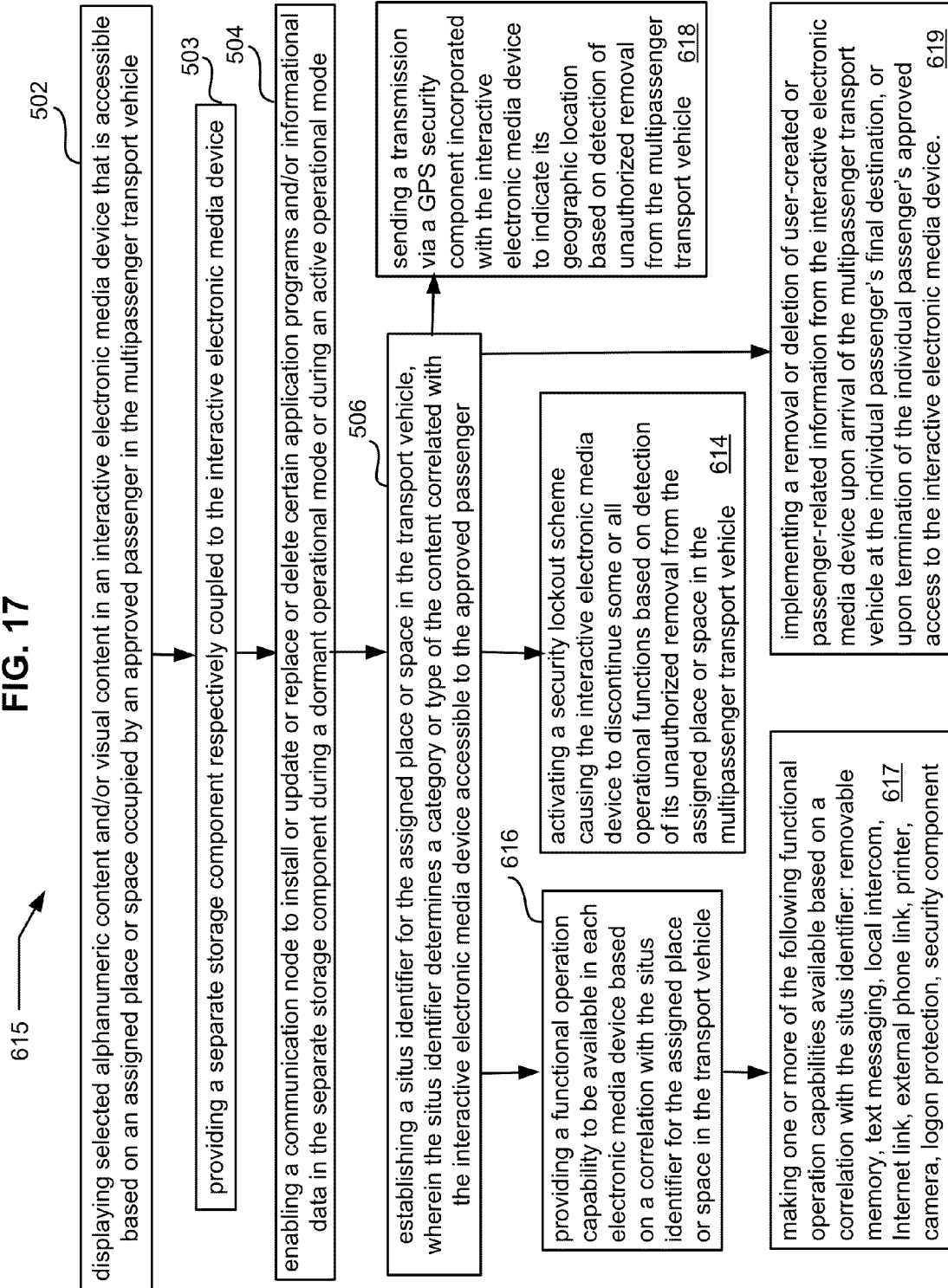


FIG. 18

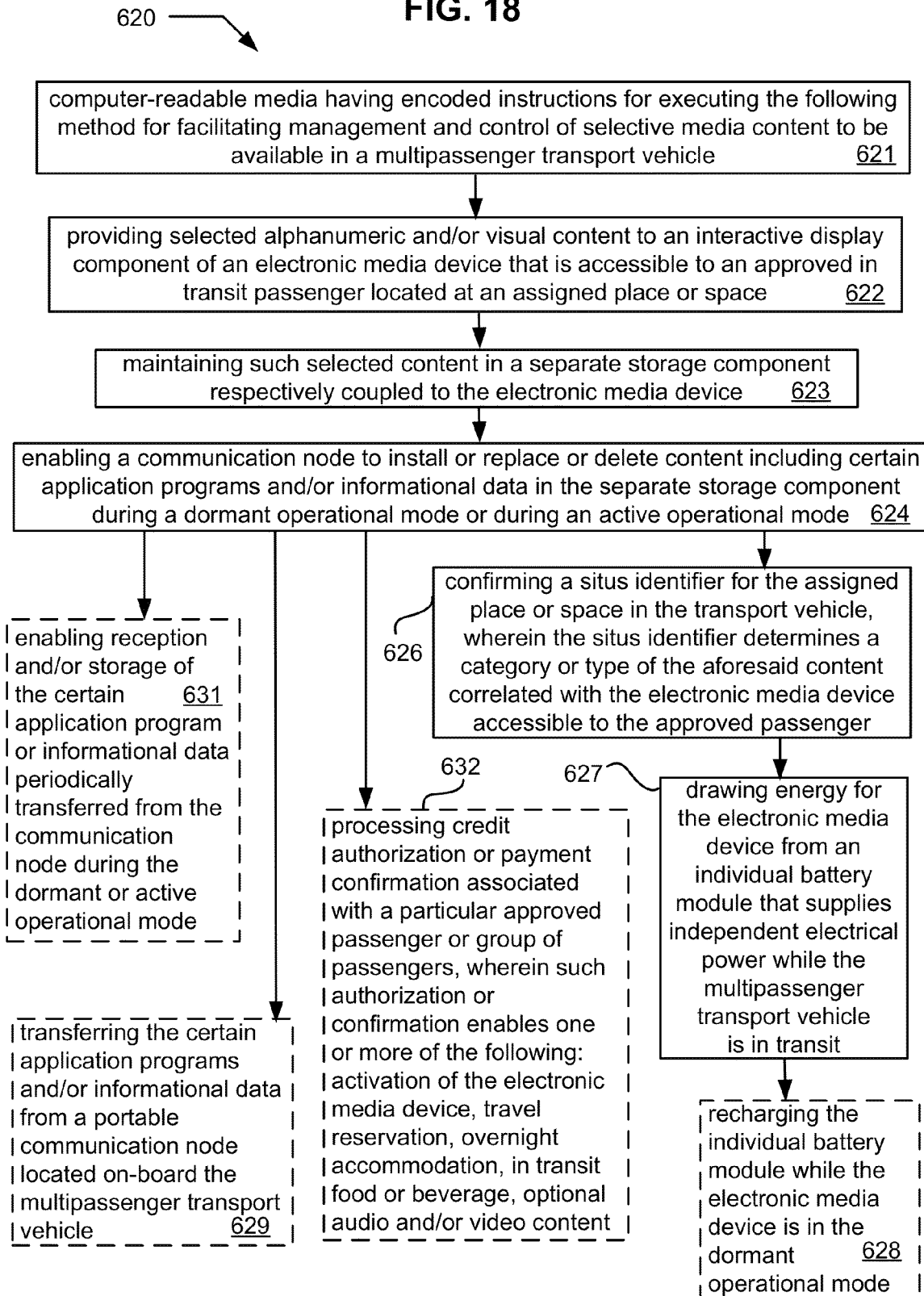


FIG. 19

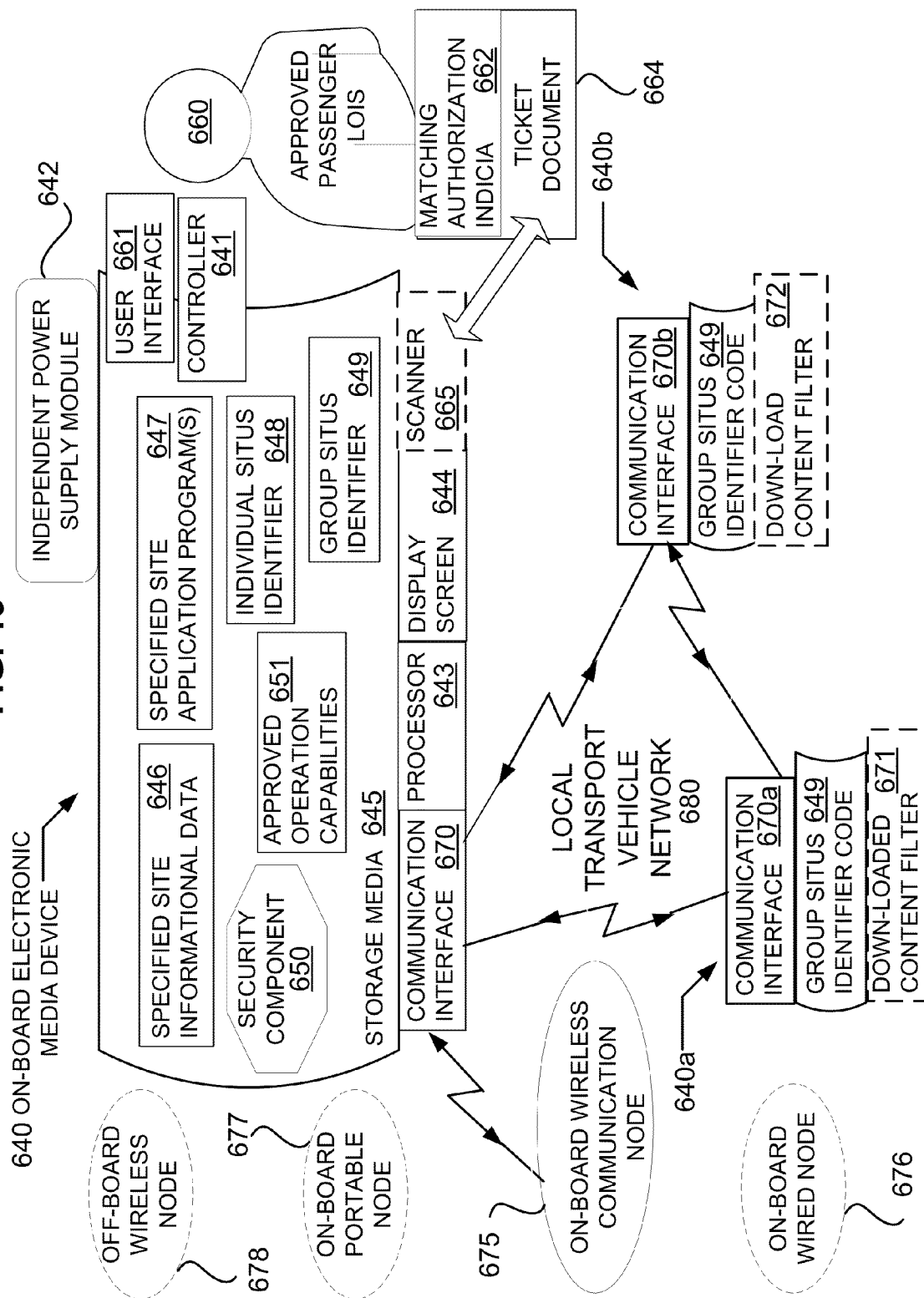


FIG. 20

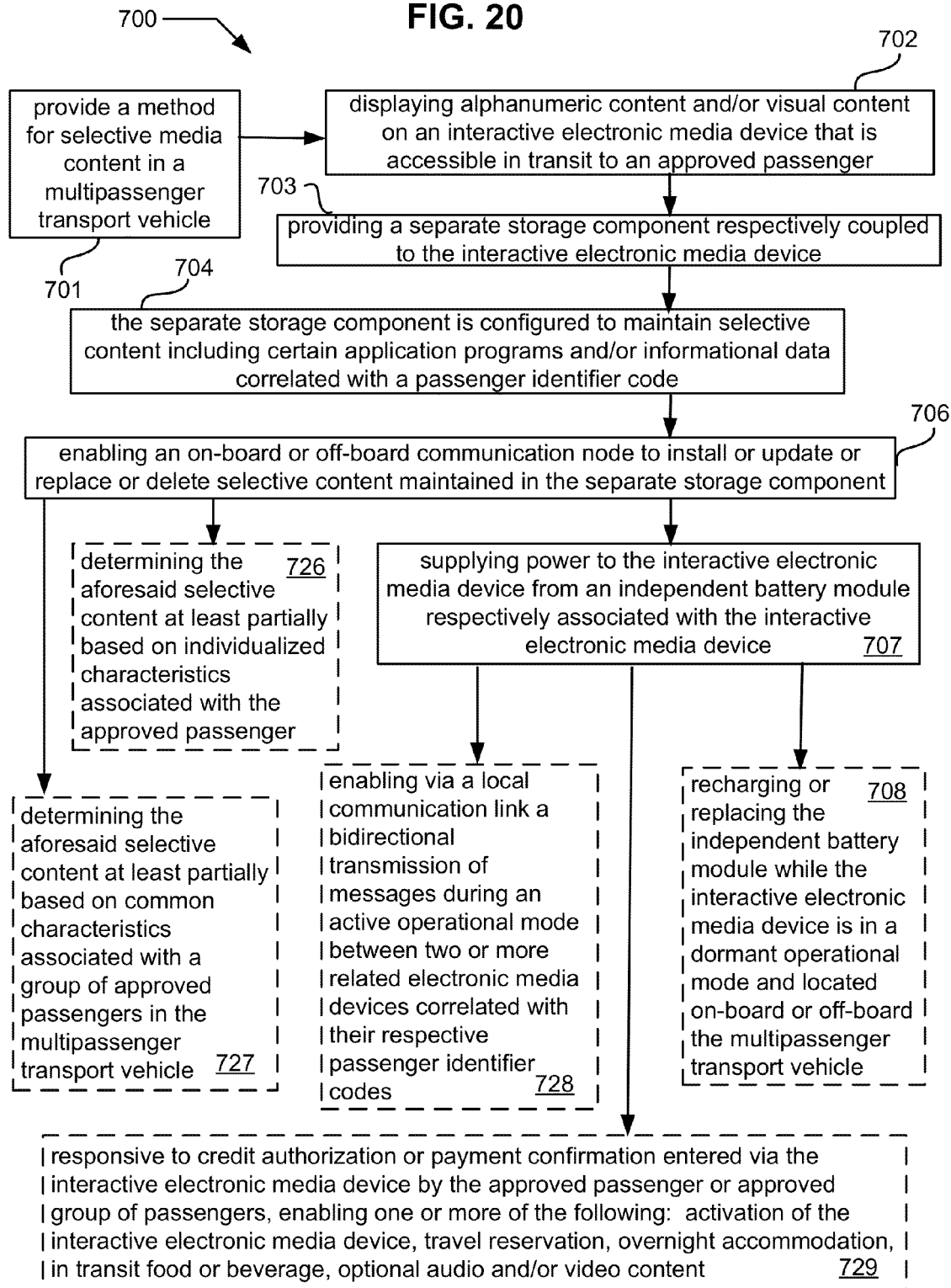


FIG. 21

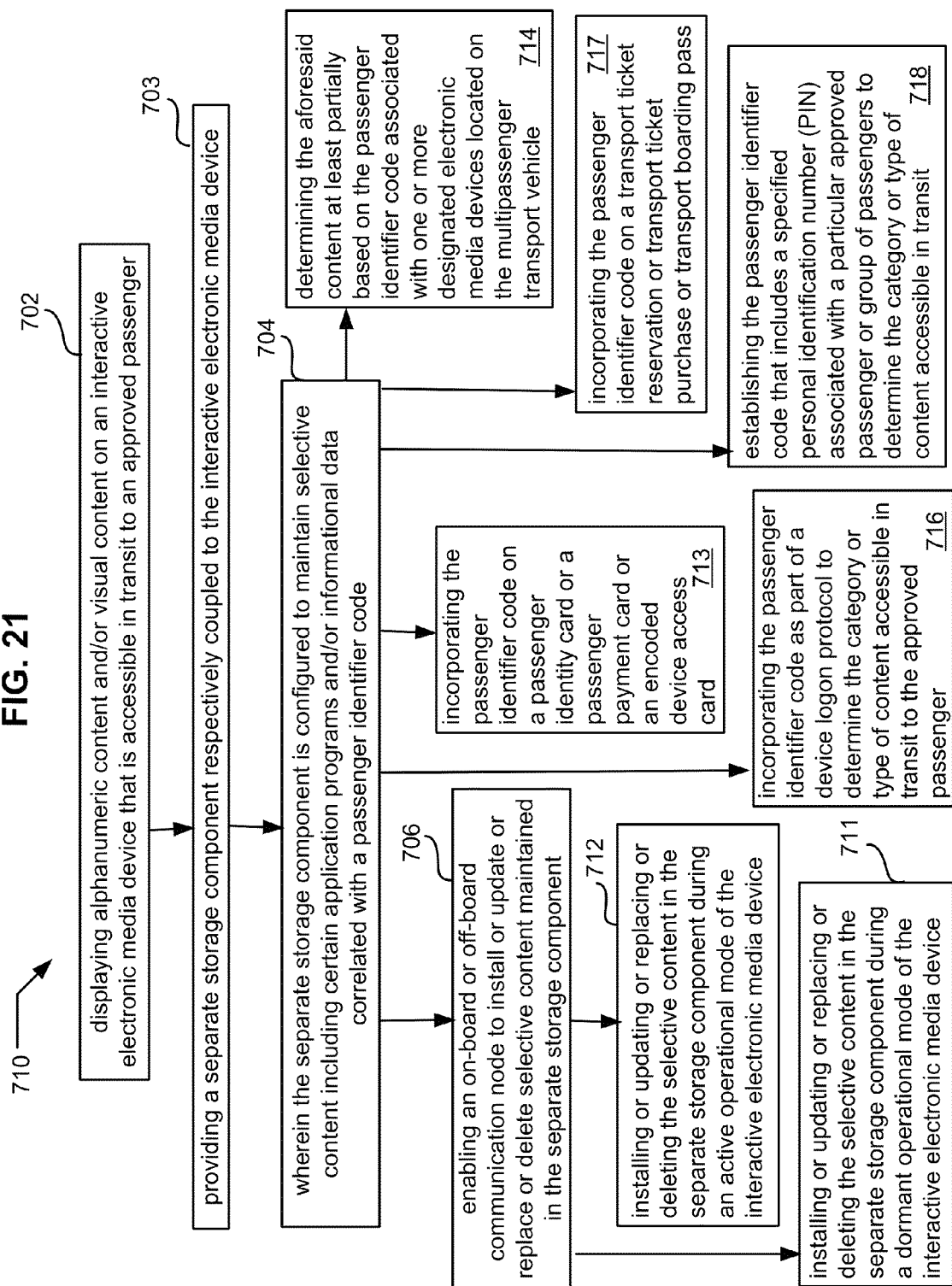


FIG. 22

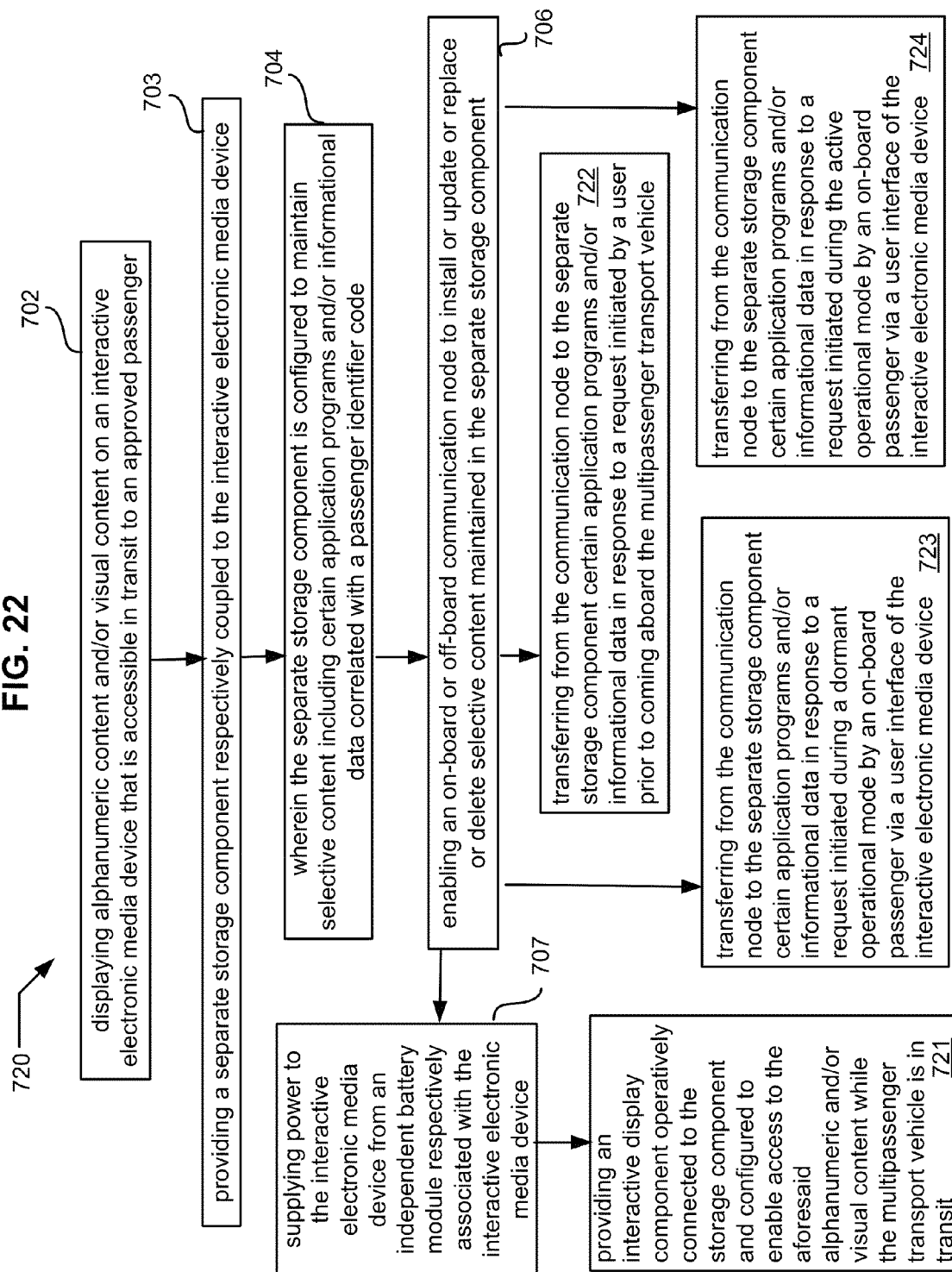


FIG. 23

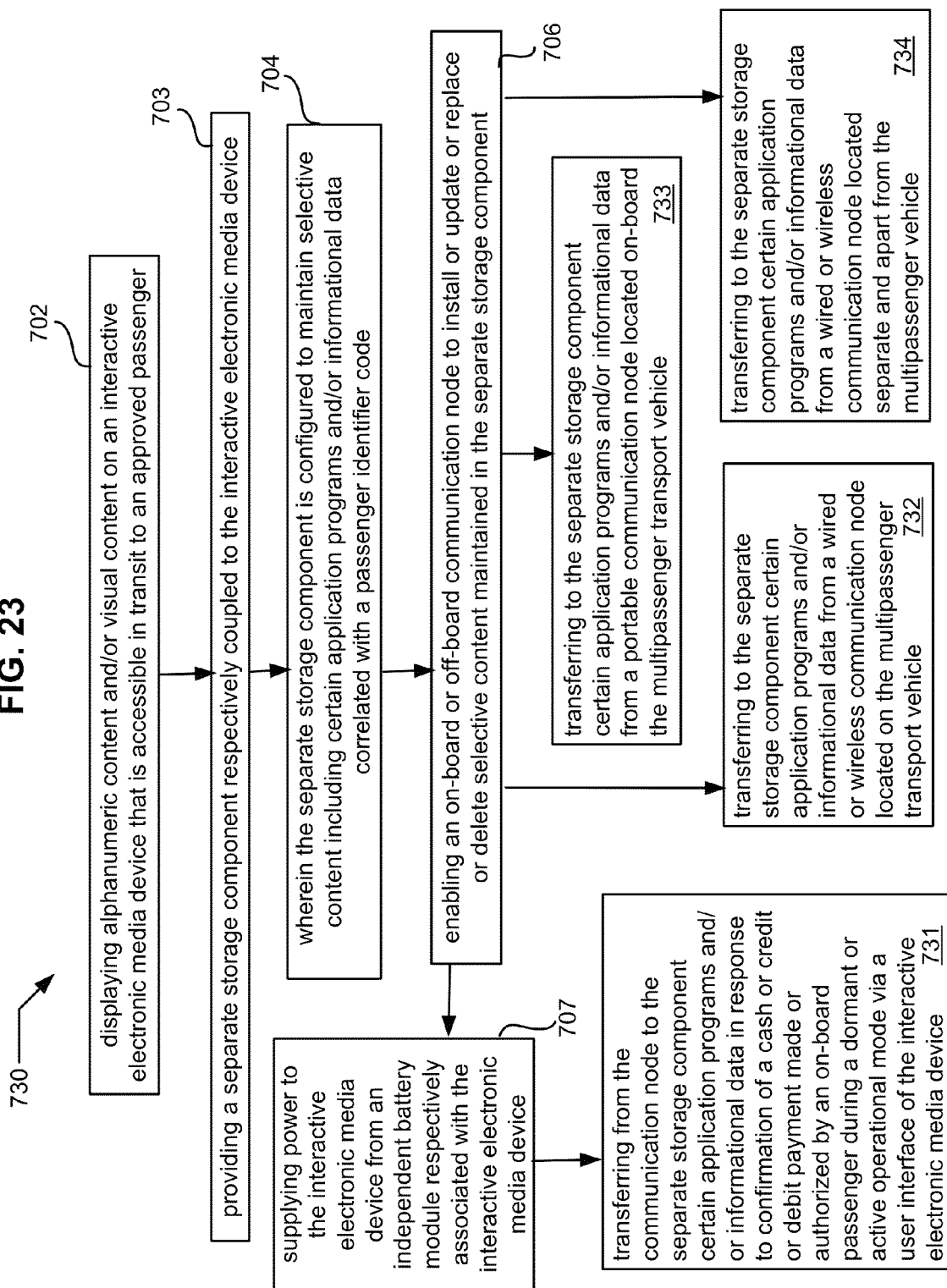


FIG. 24

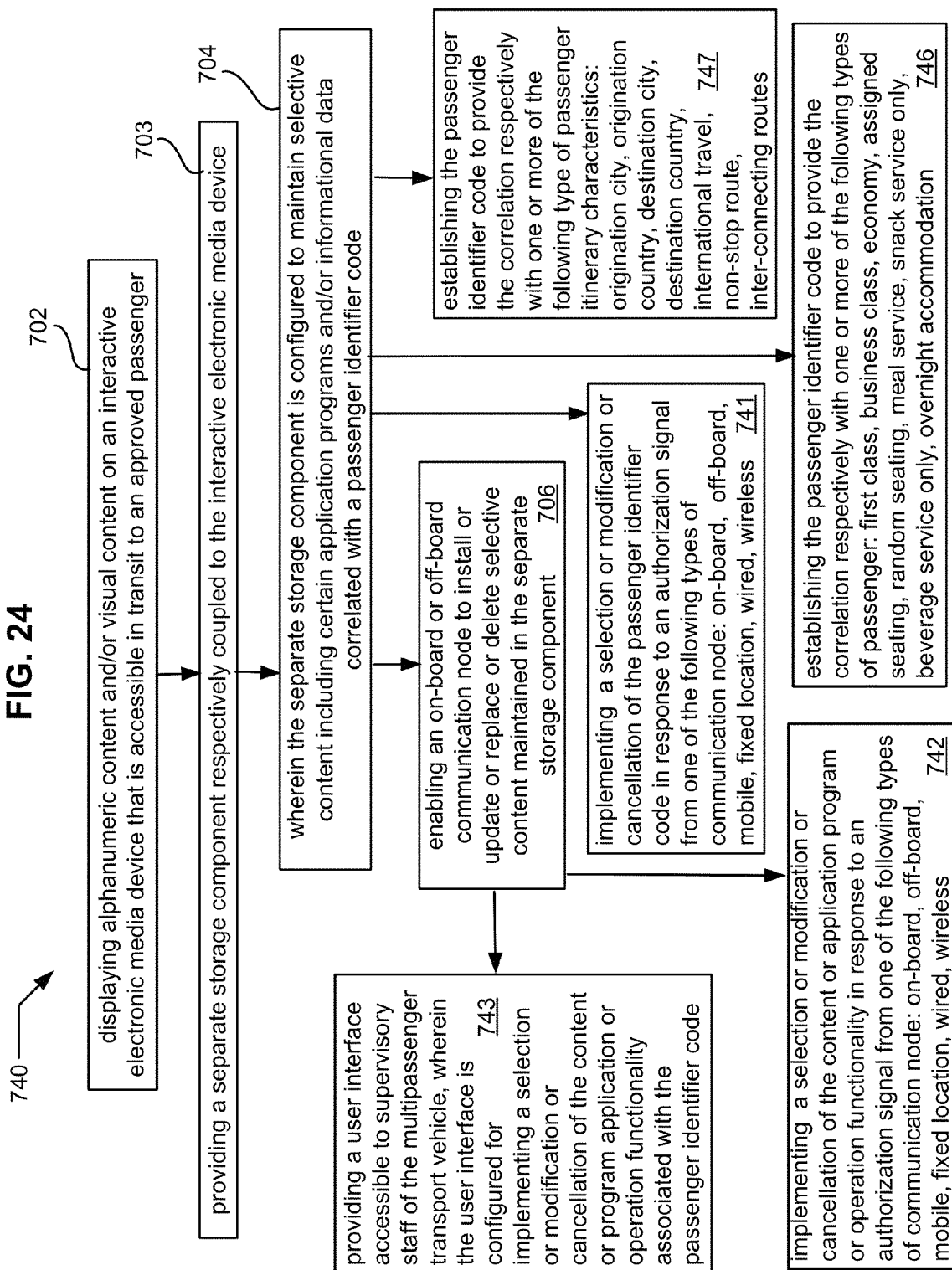


FIG. 25

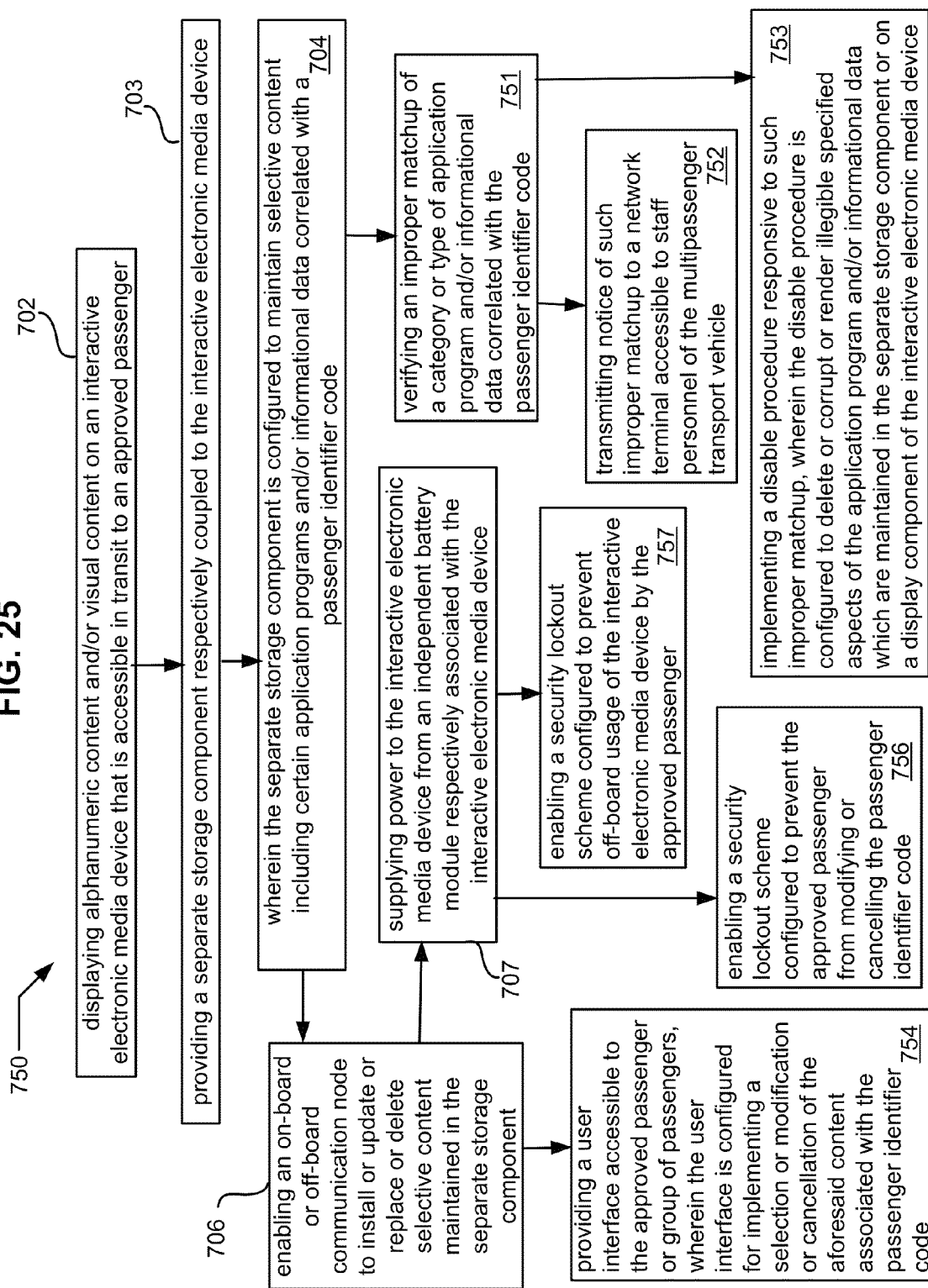


FIG. 26

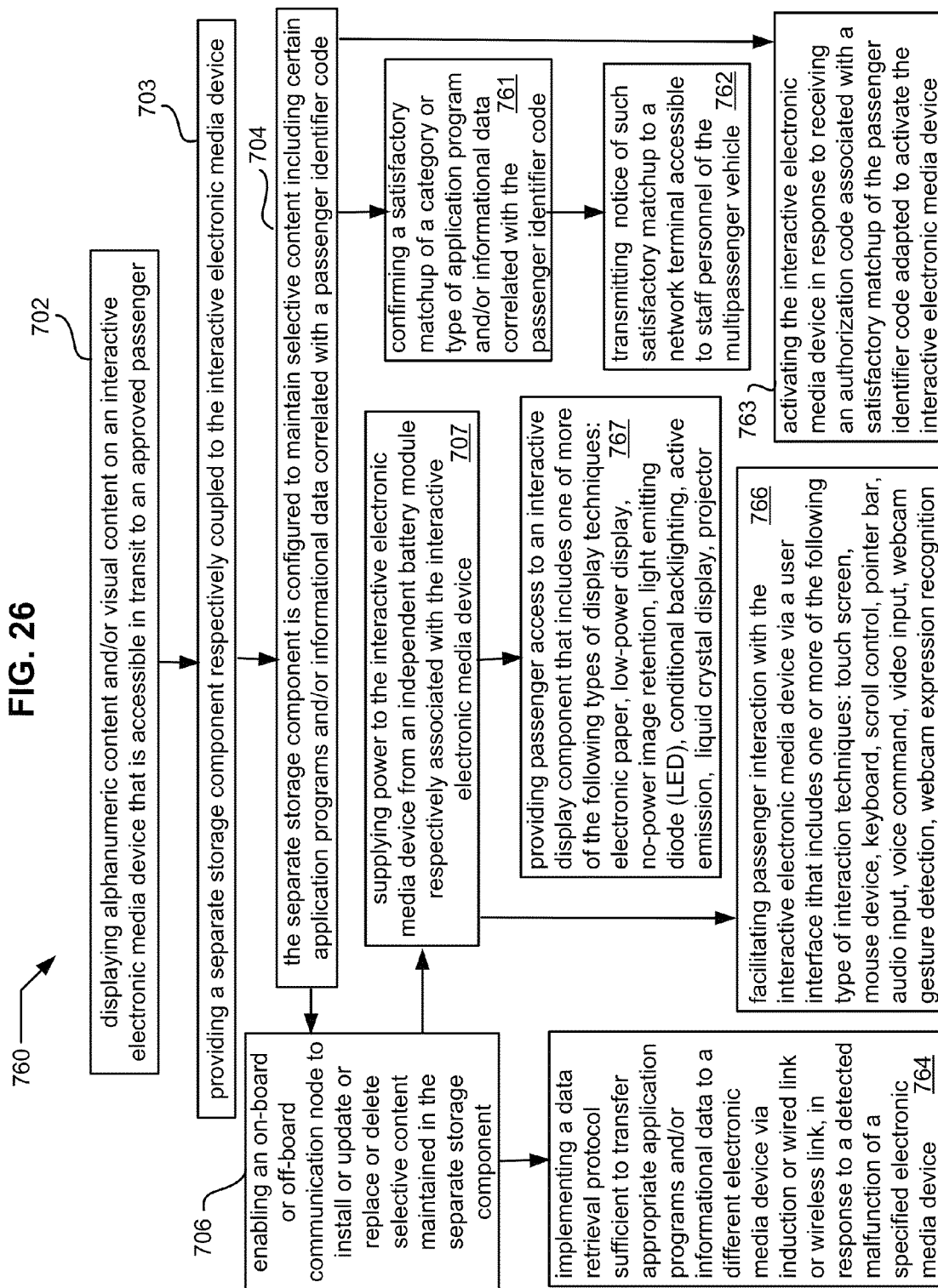


FIG. 27

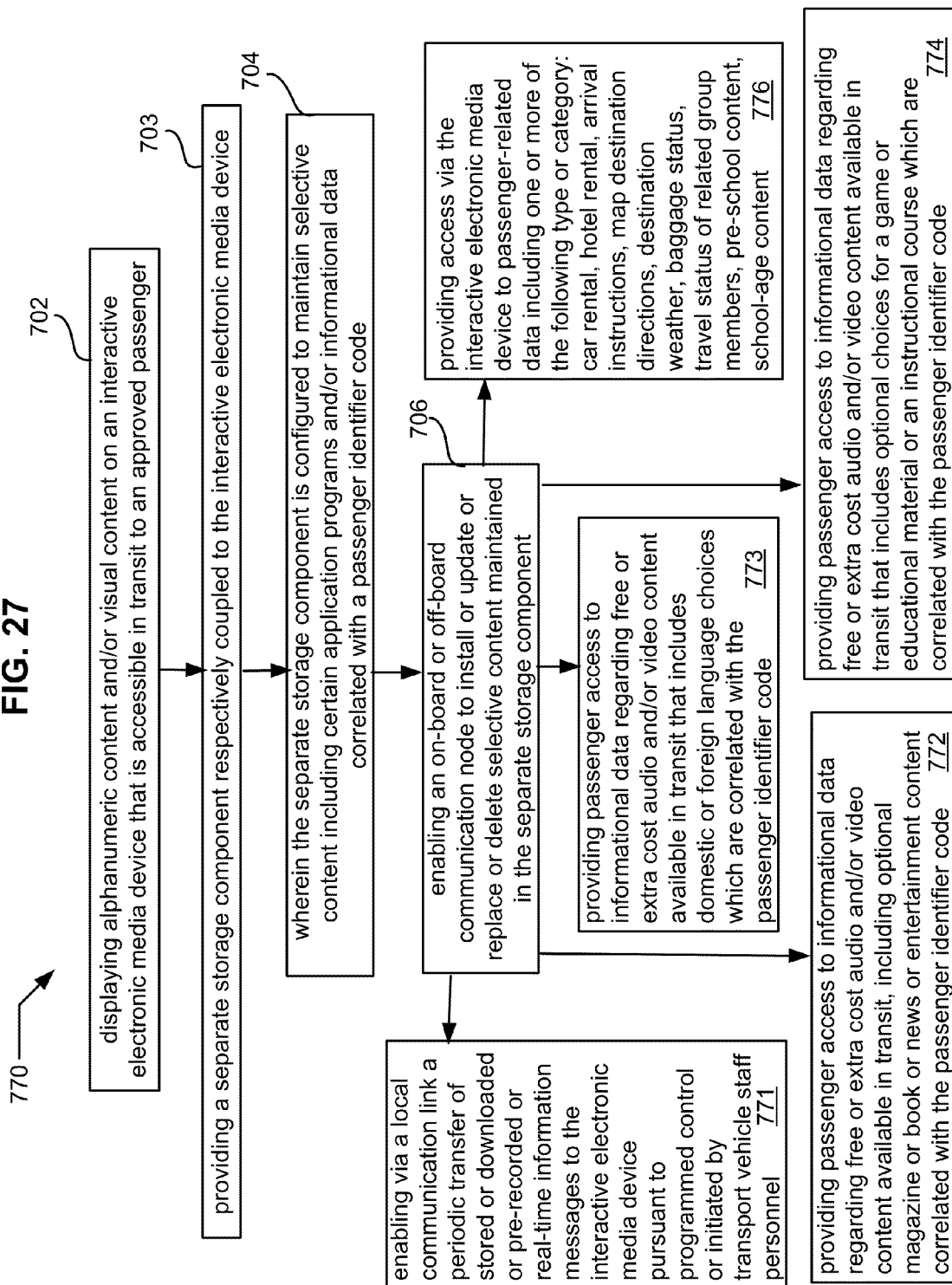


FIG. 28

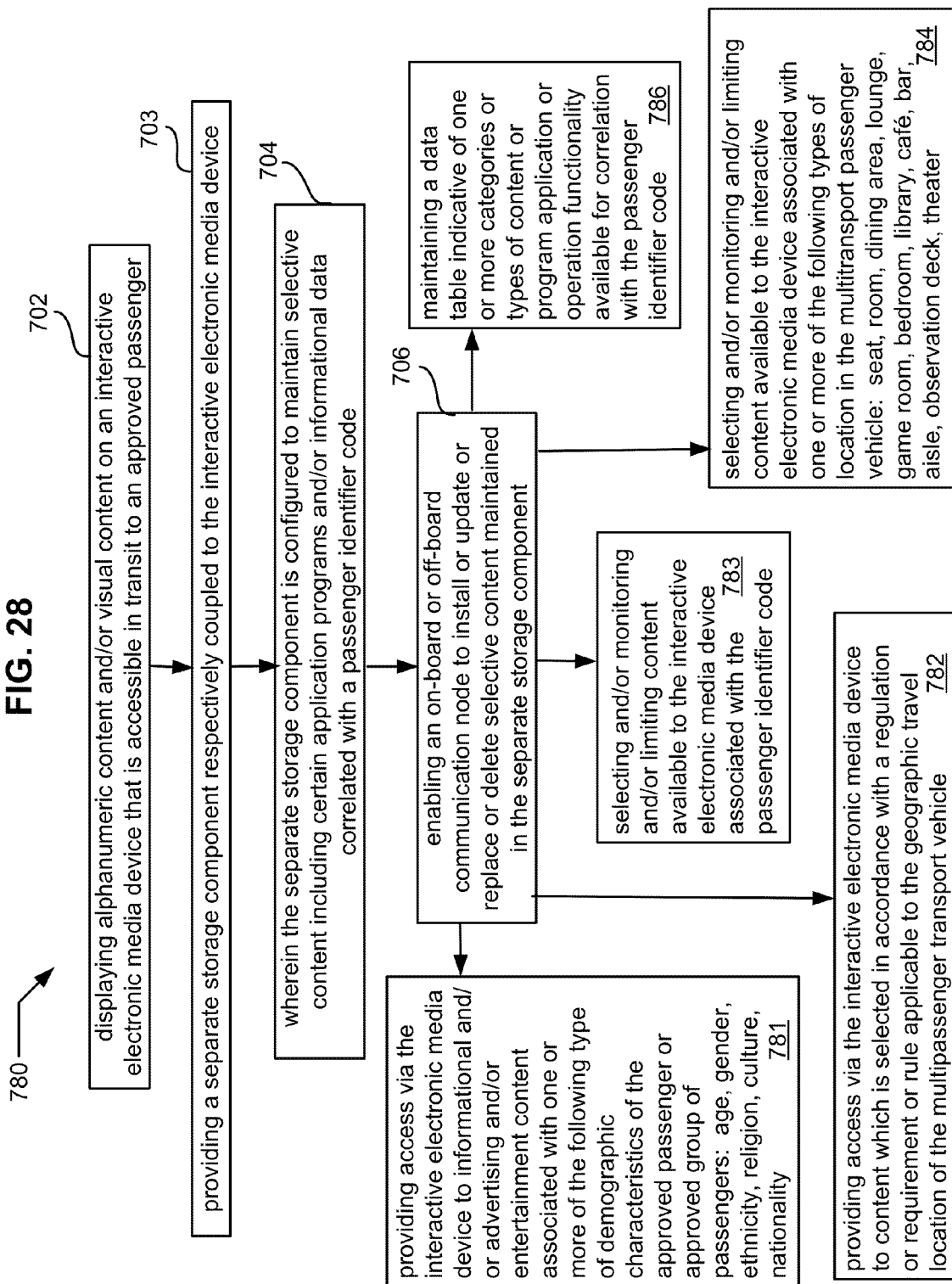


FIG. 29

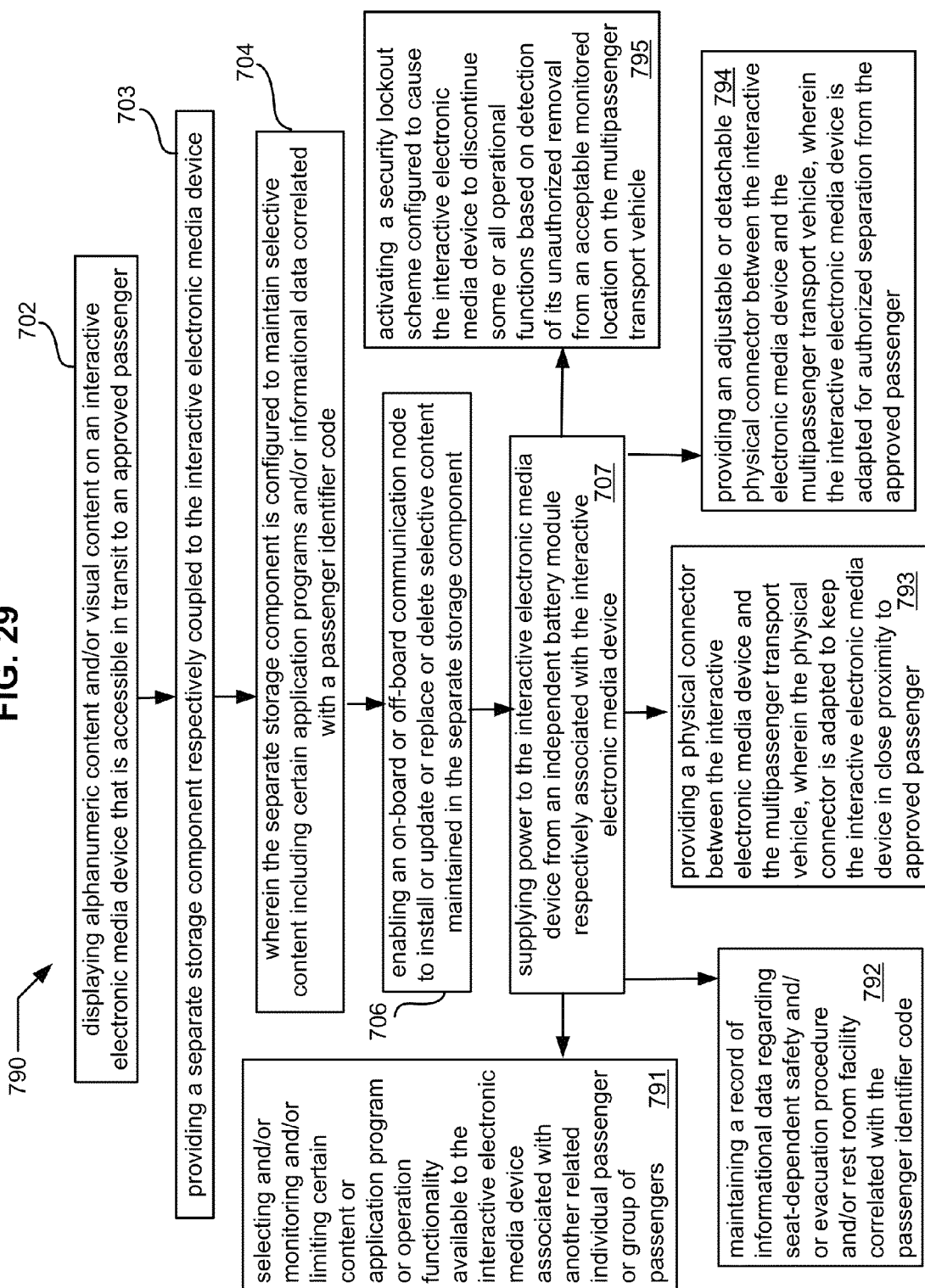


FIG. 30

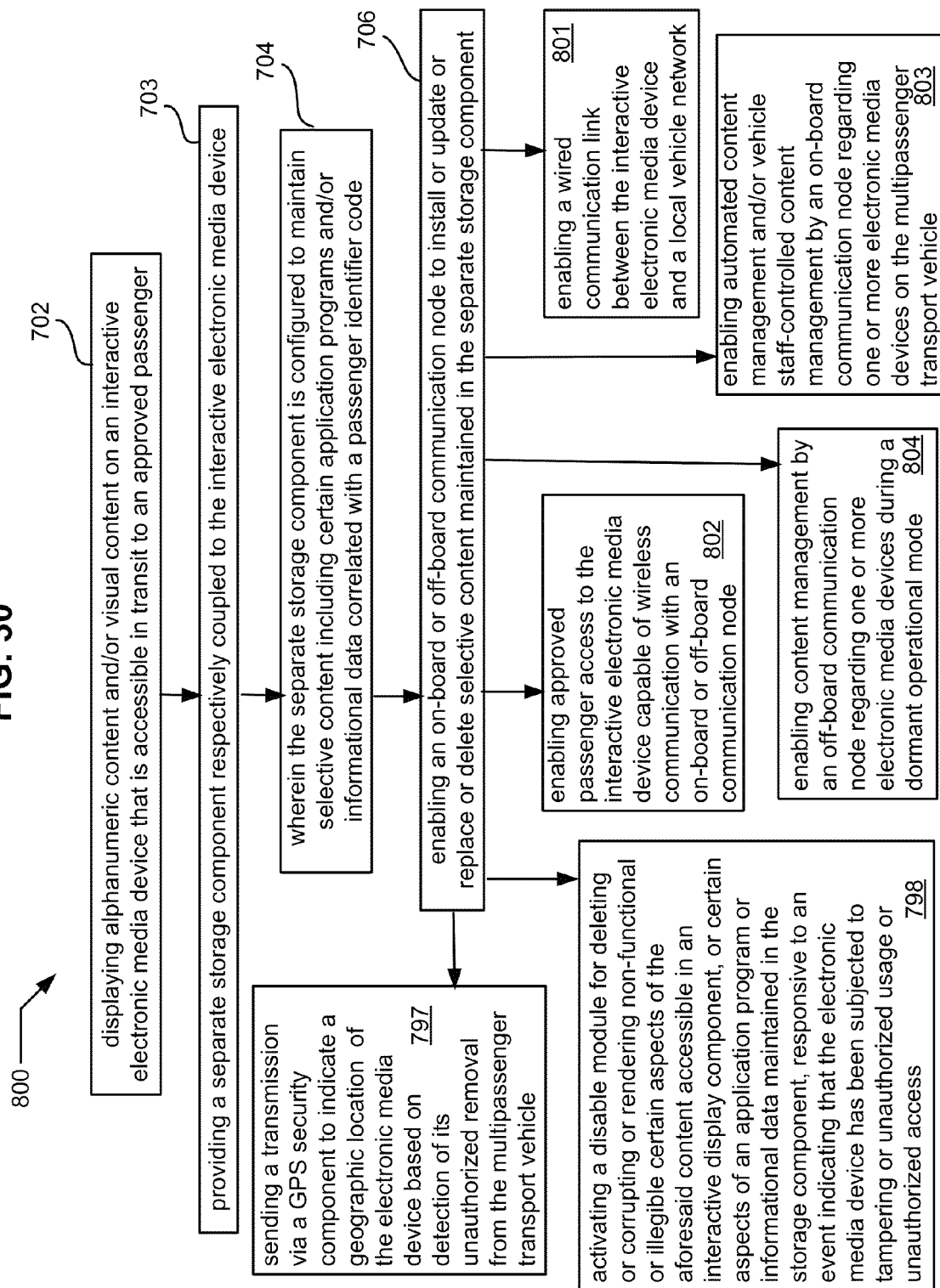


FIG. 31

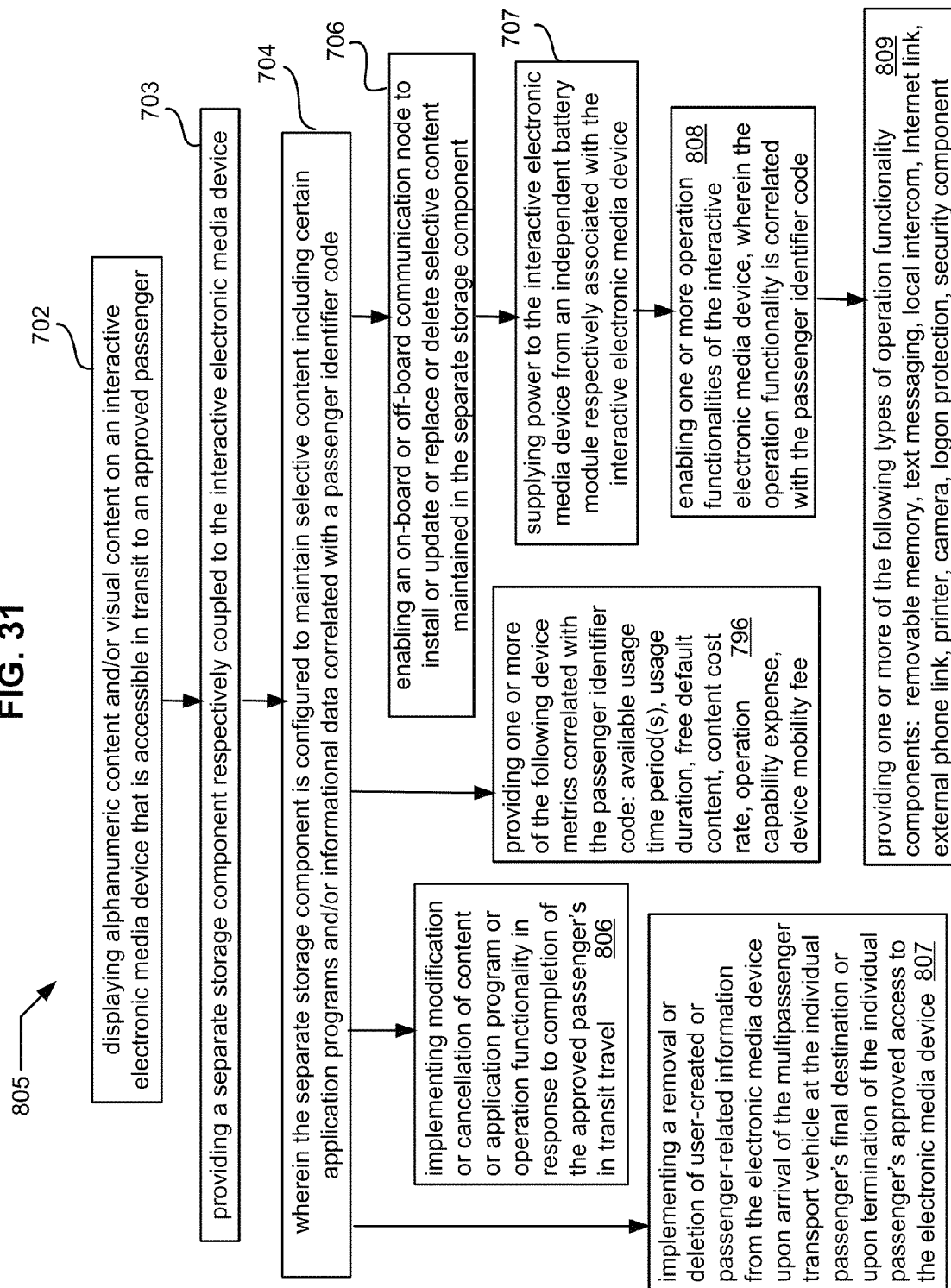


FIG. 32

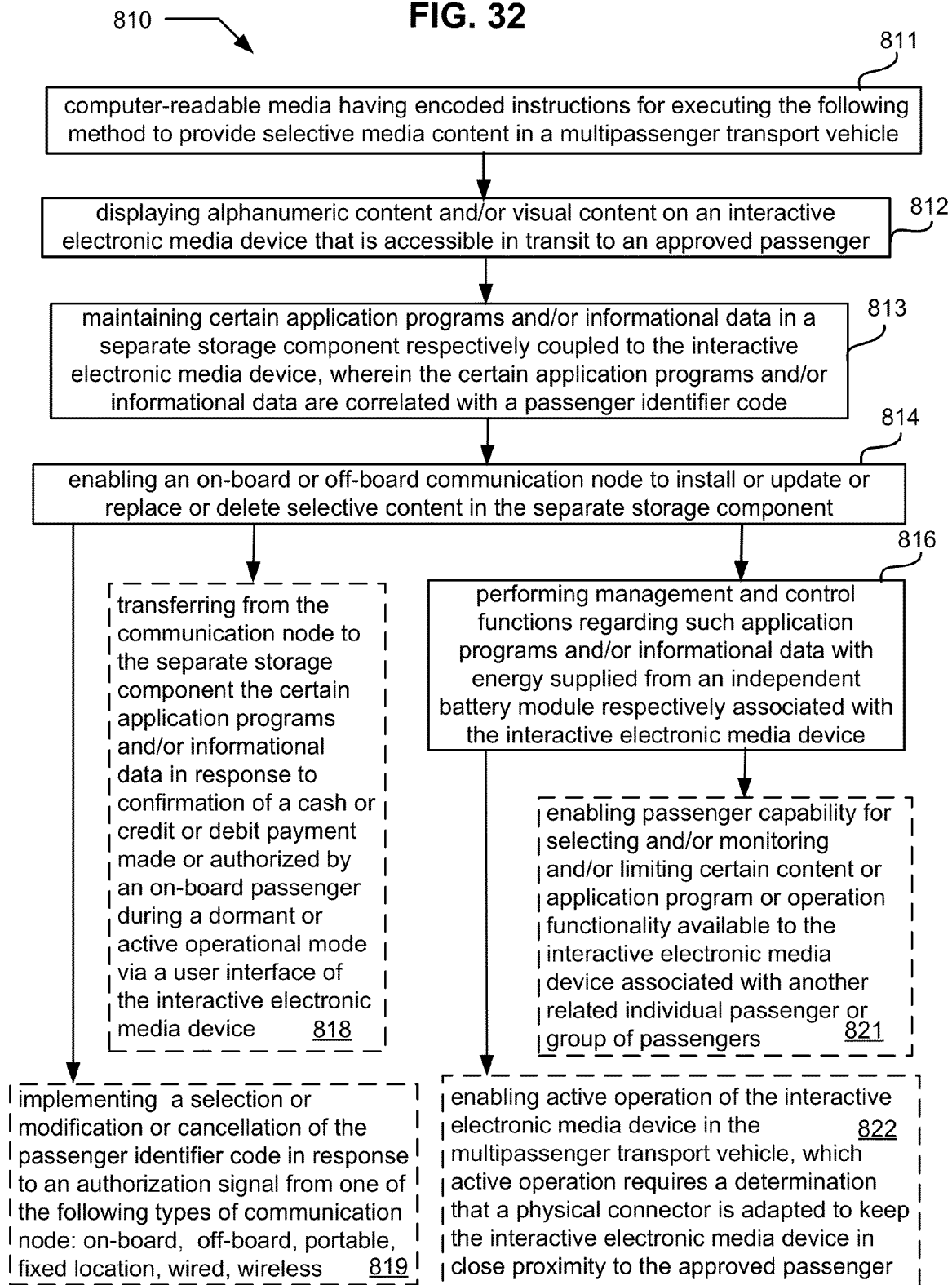


FIG. 33

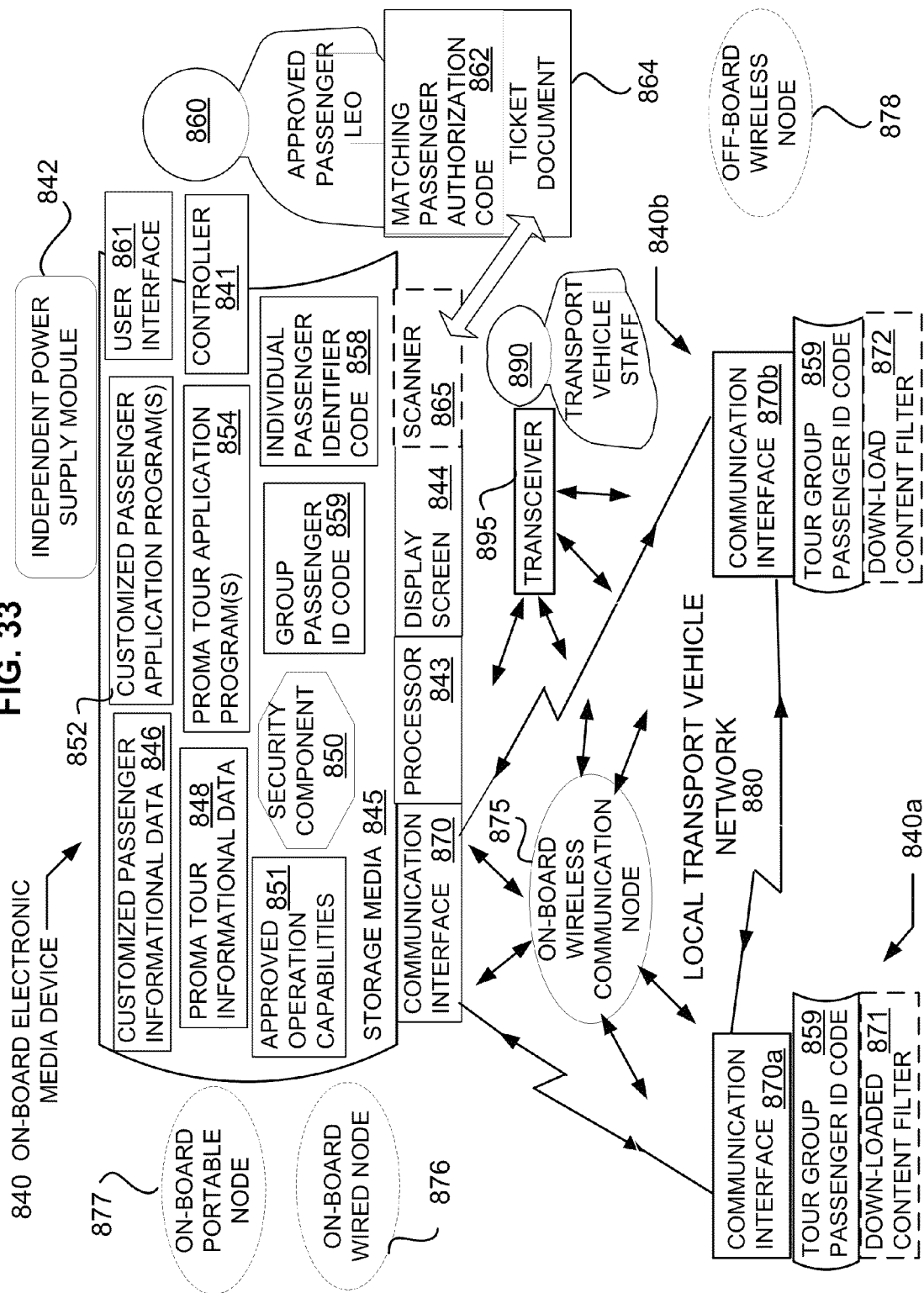


FIG. 34

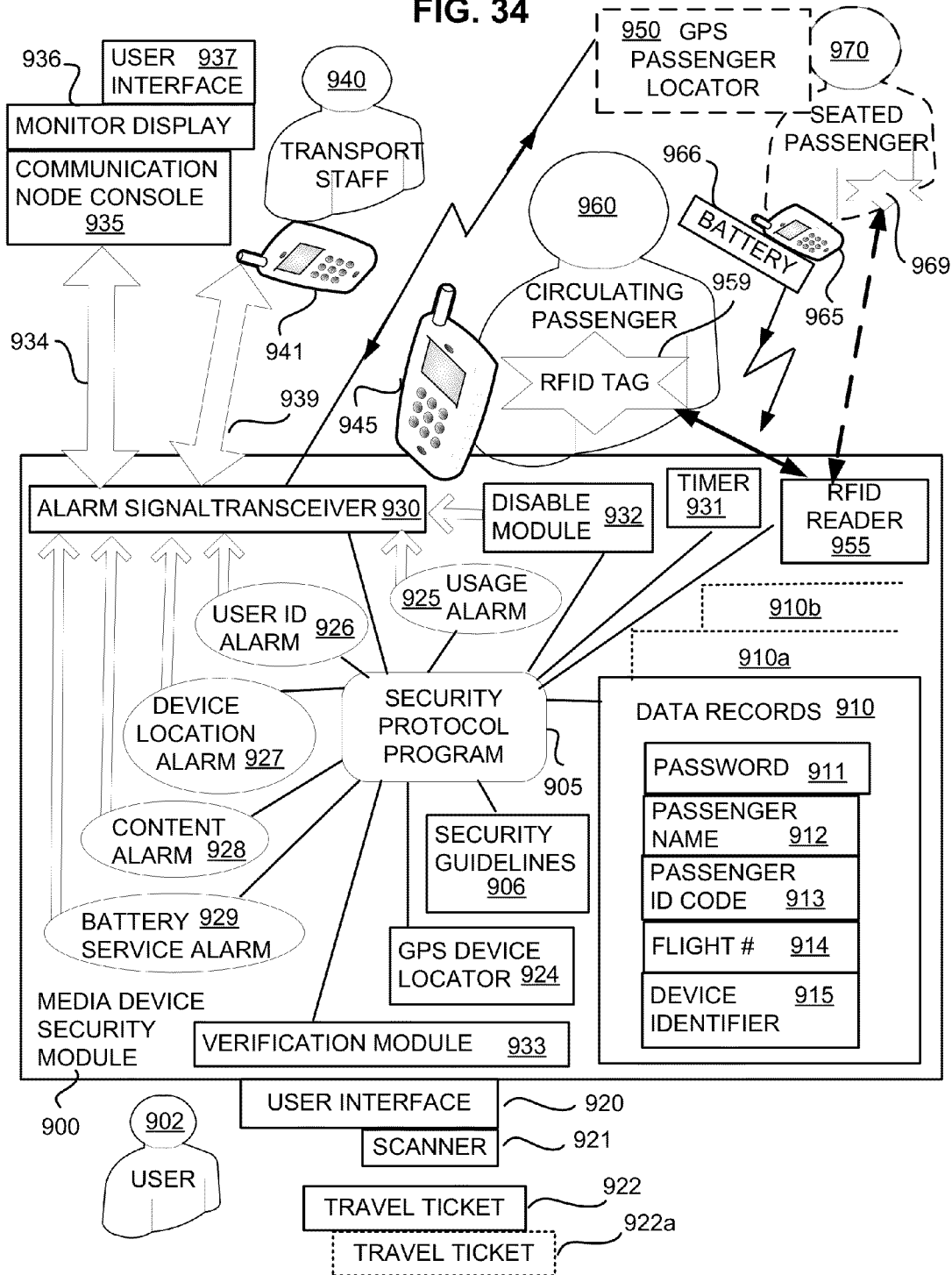


FIG. 35

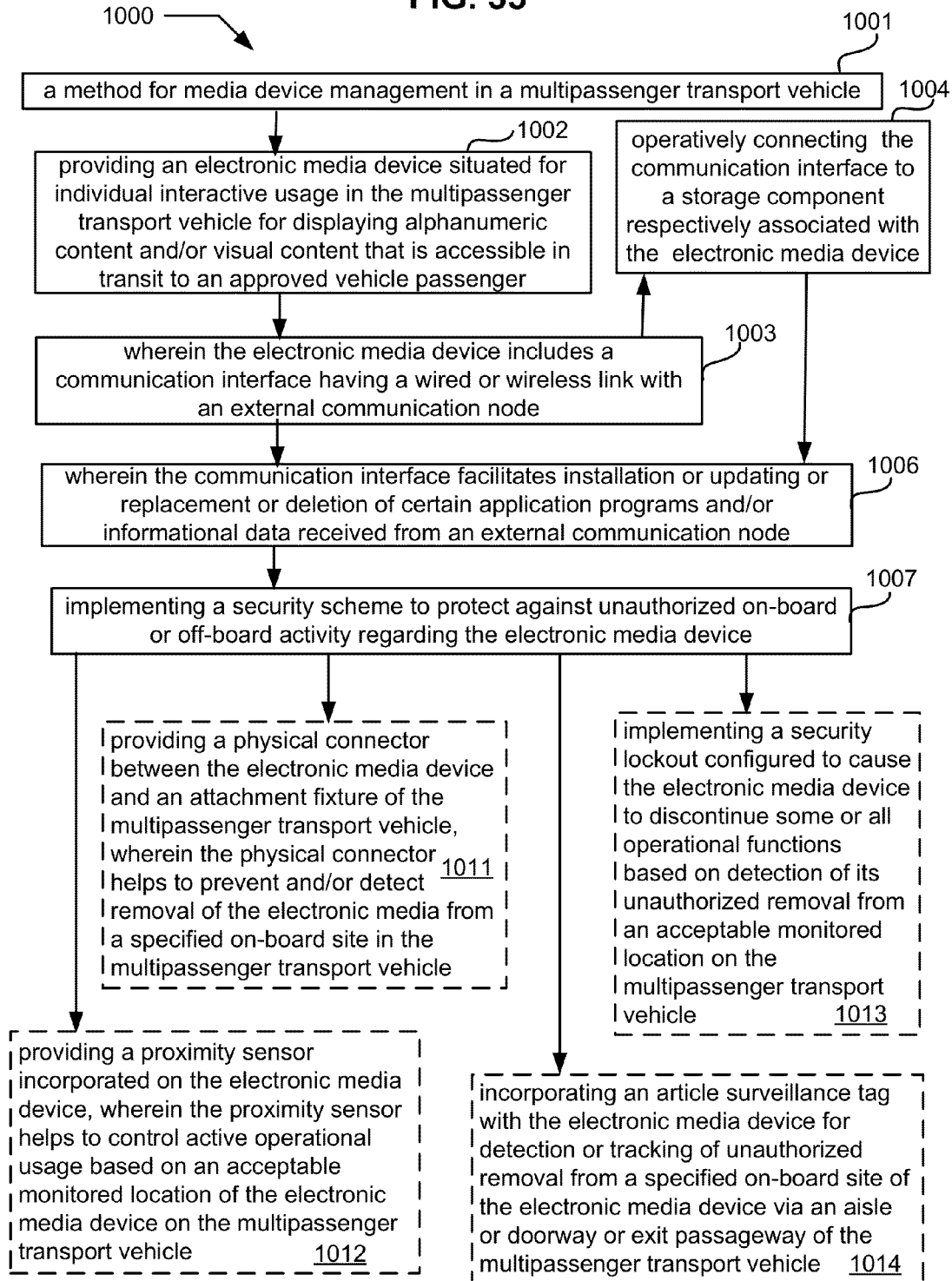


FIG. 36

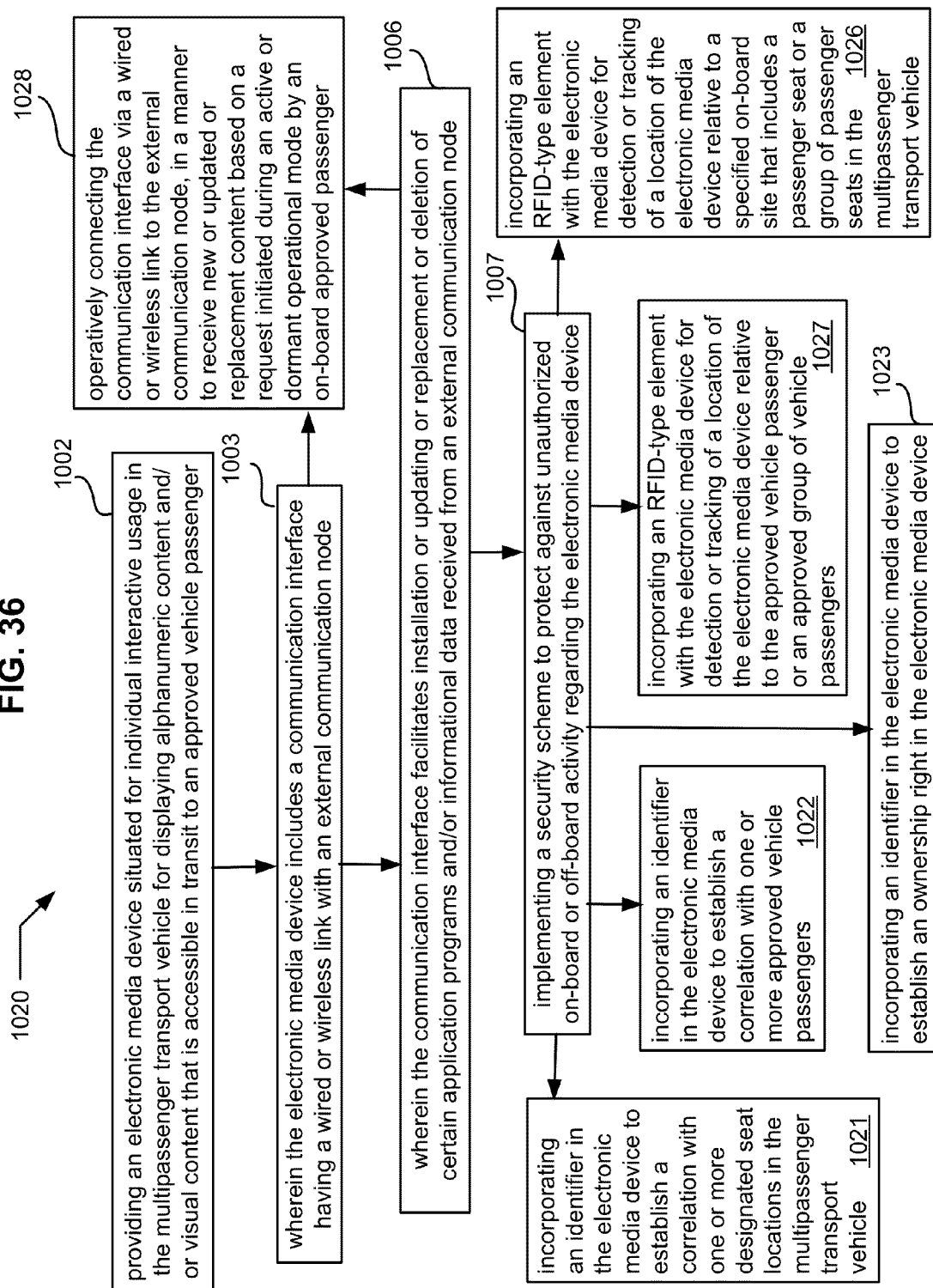


FIG. 37

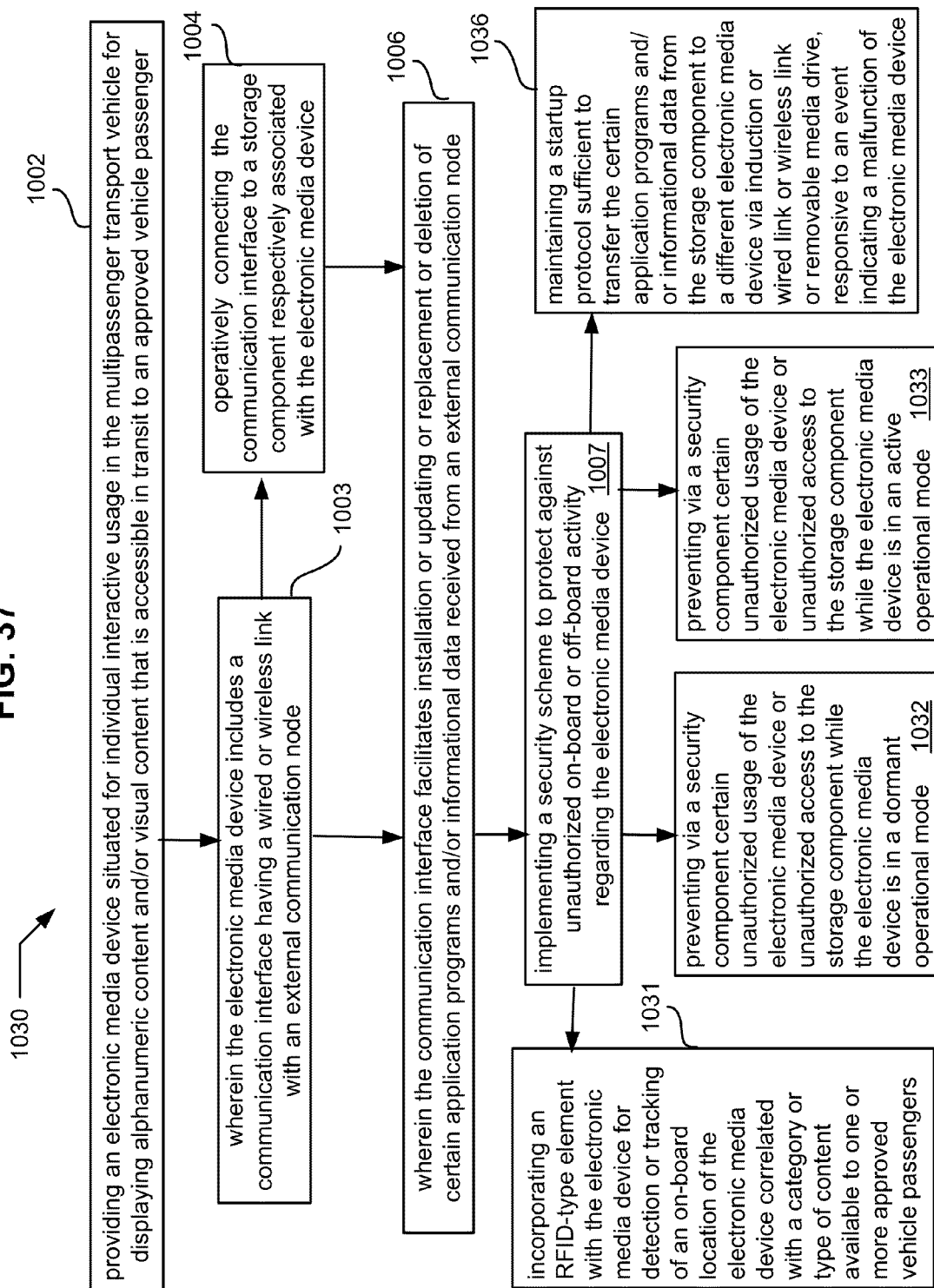


FIG. 38

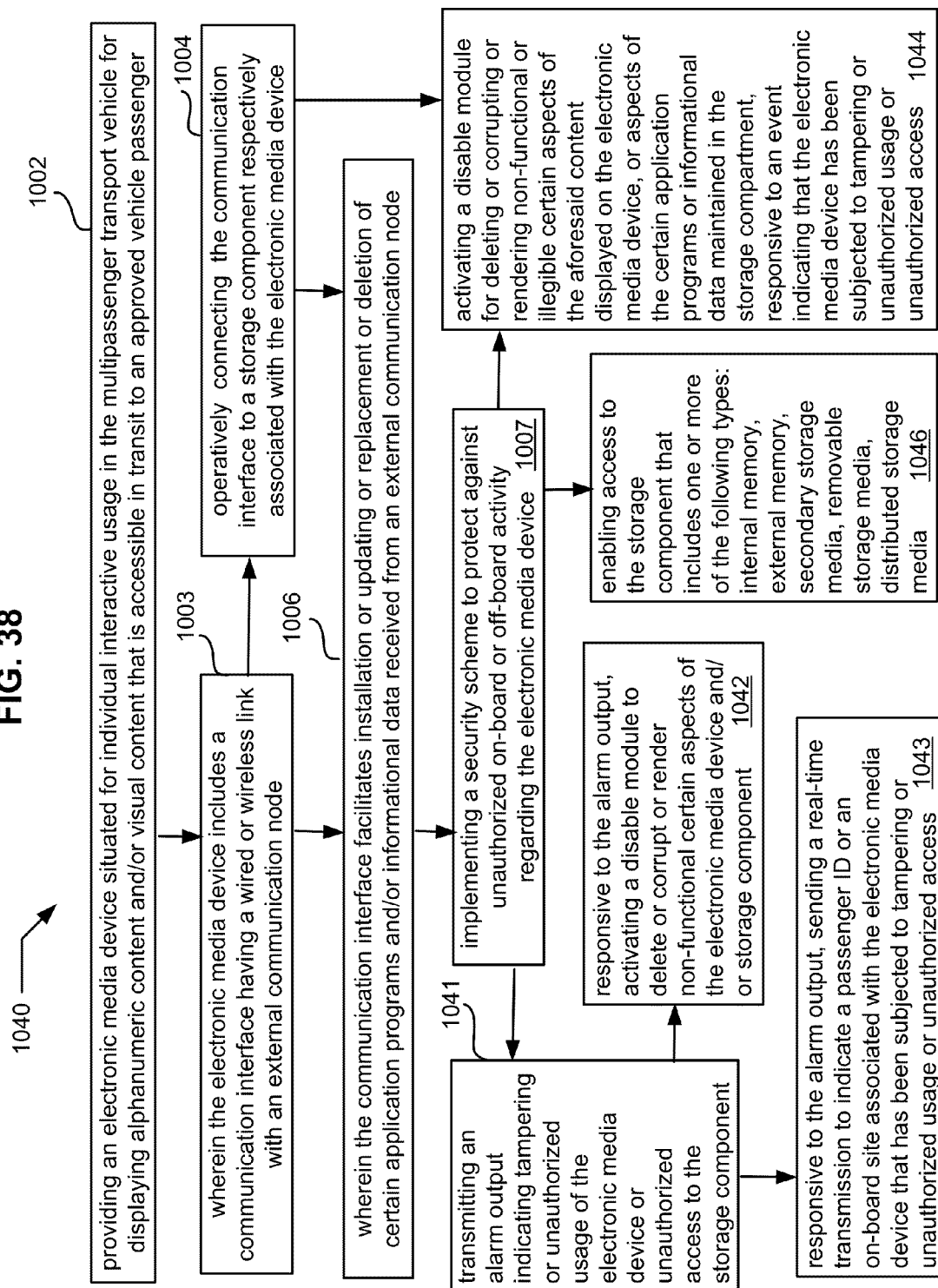


FIG. 39

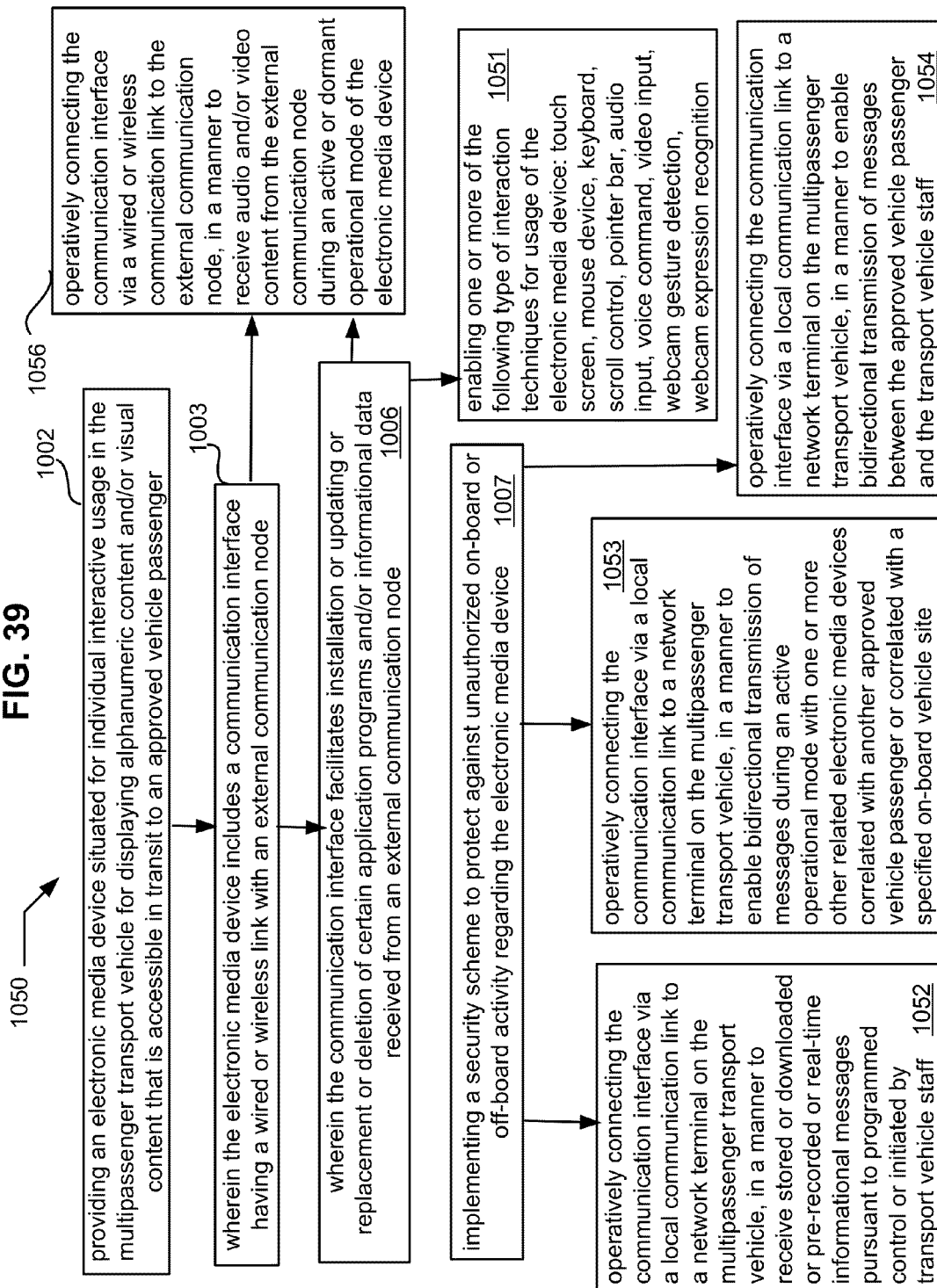


FIG. 40

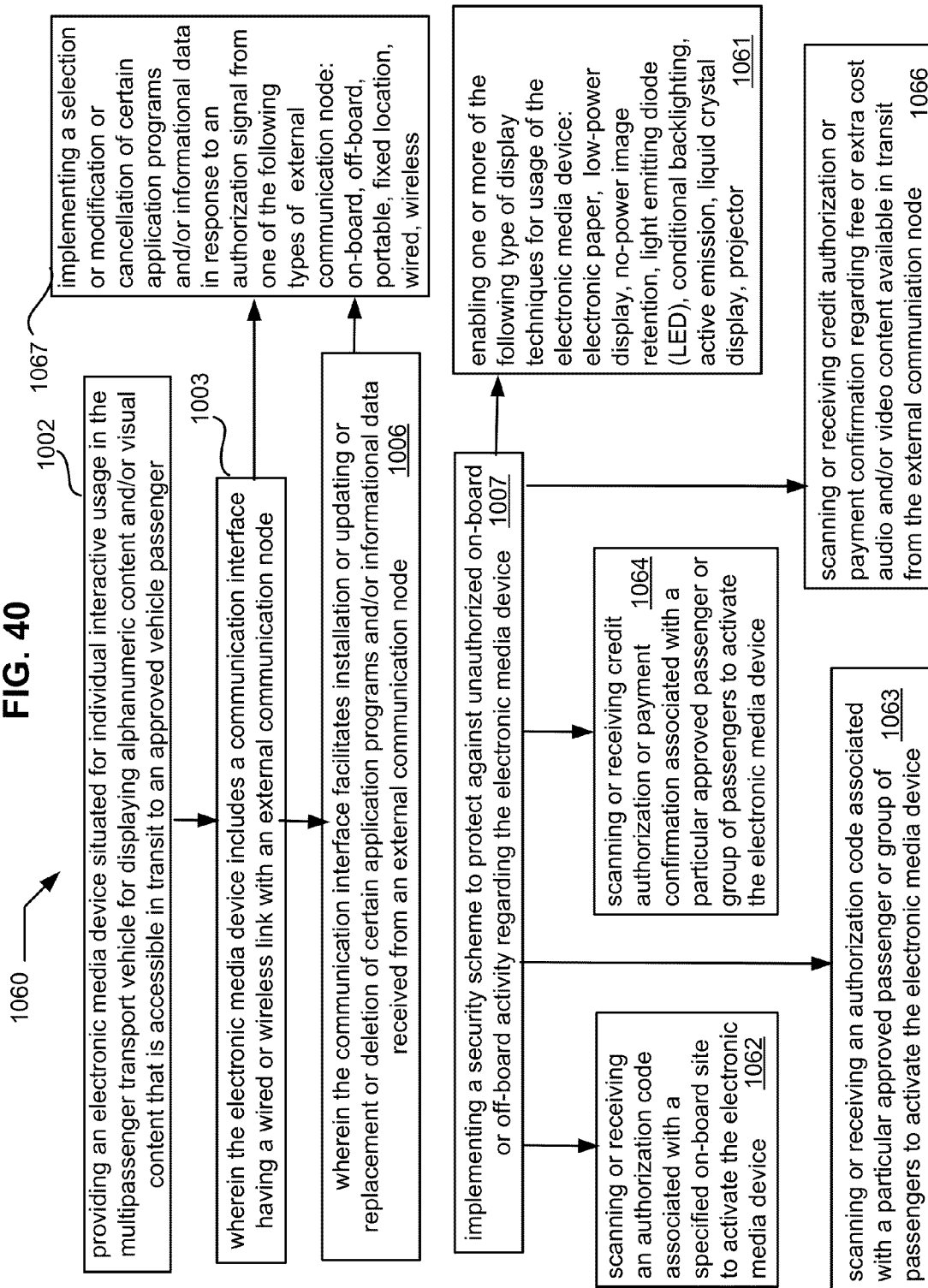


FIG. 41

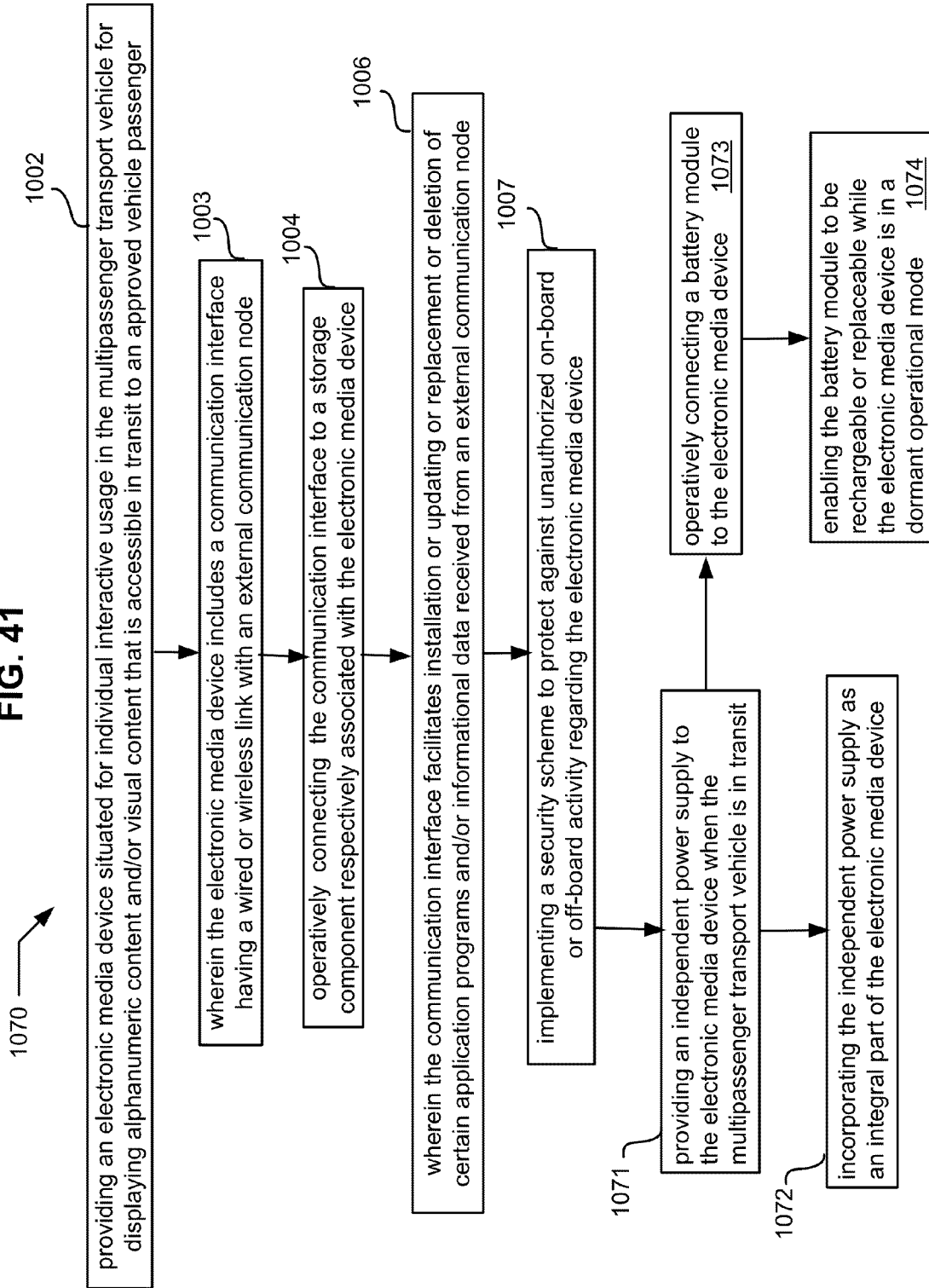


FIG. 42

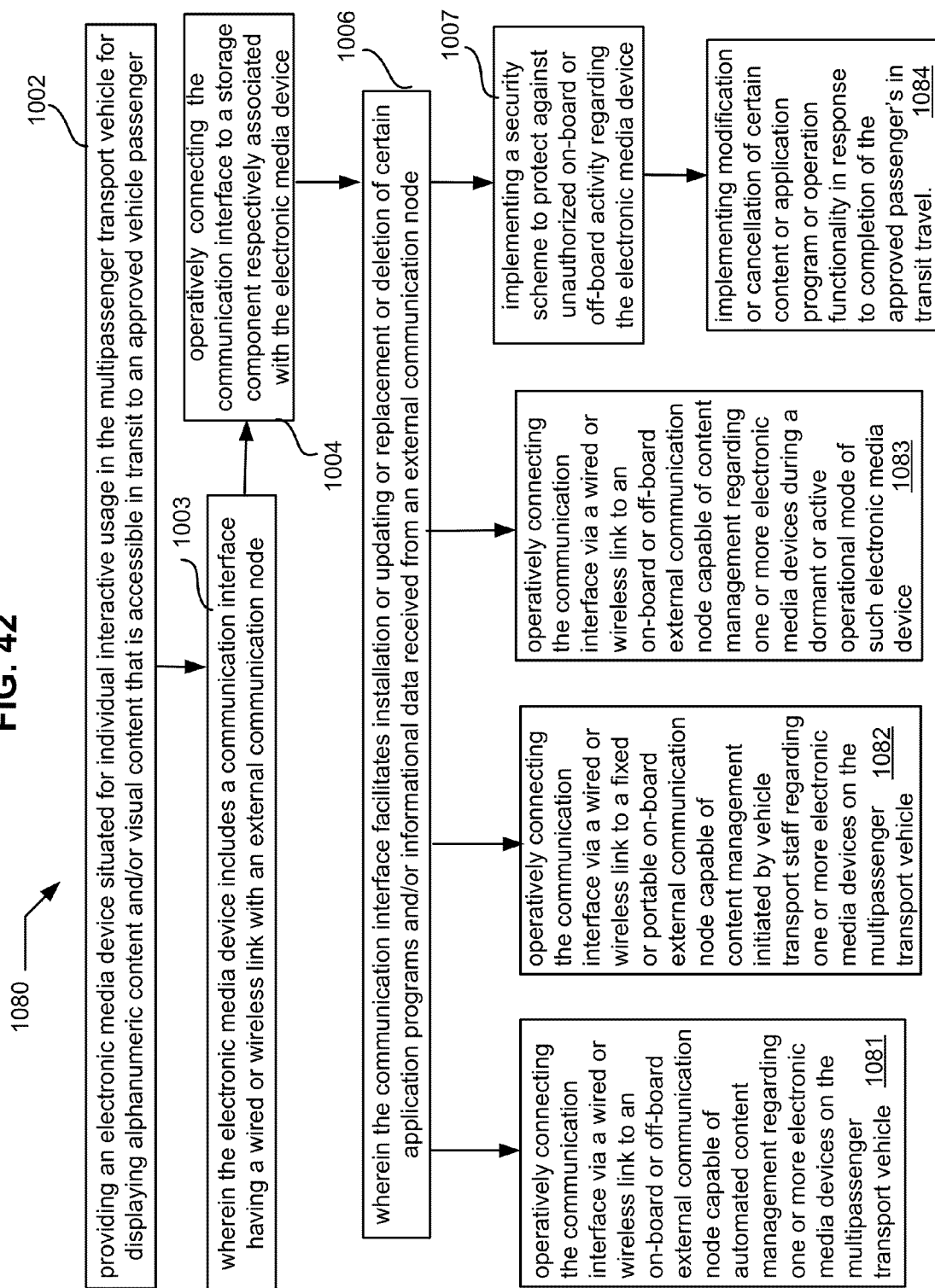


FIG. 43

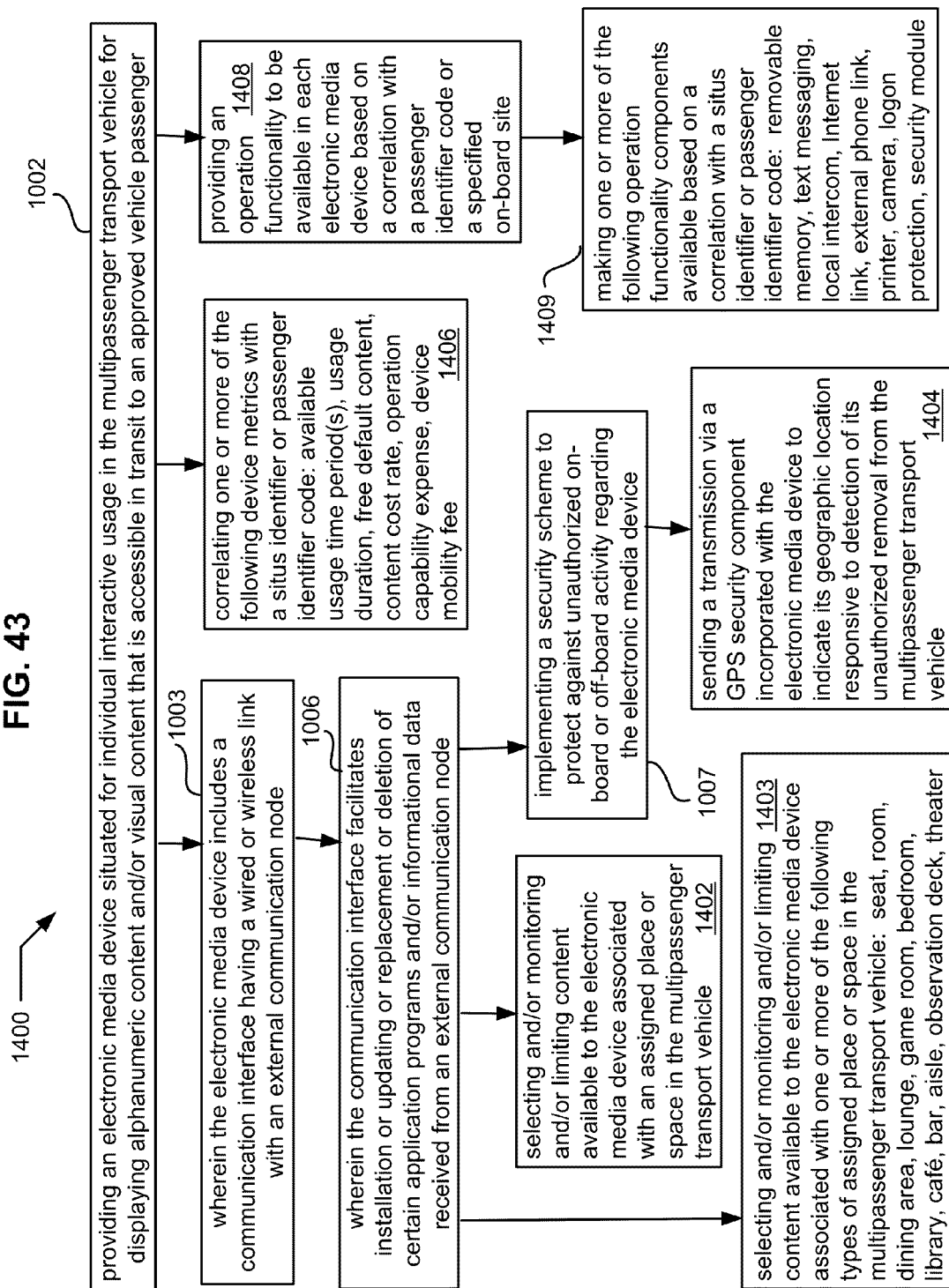
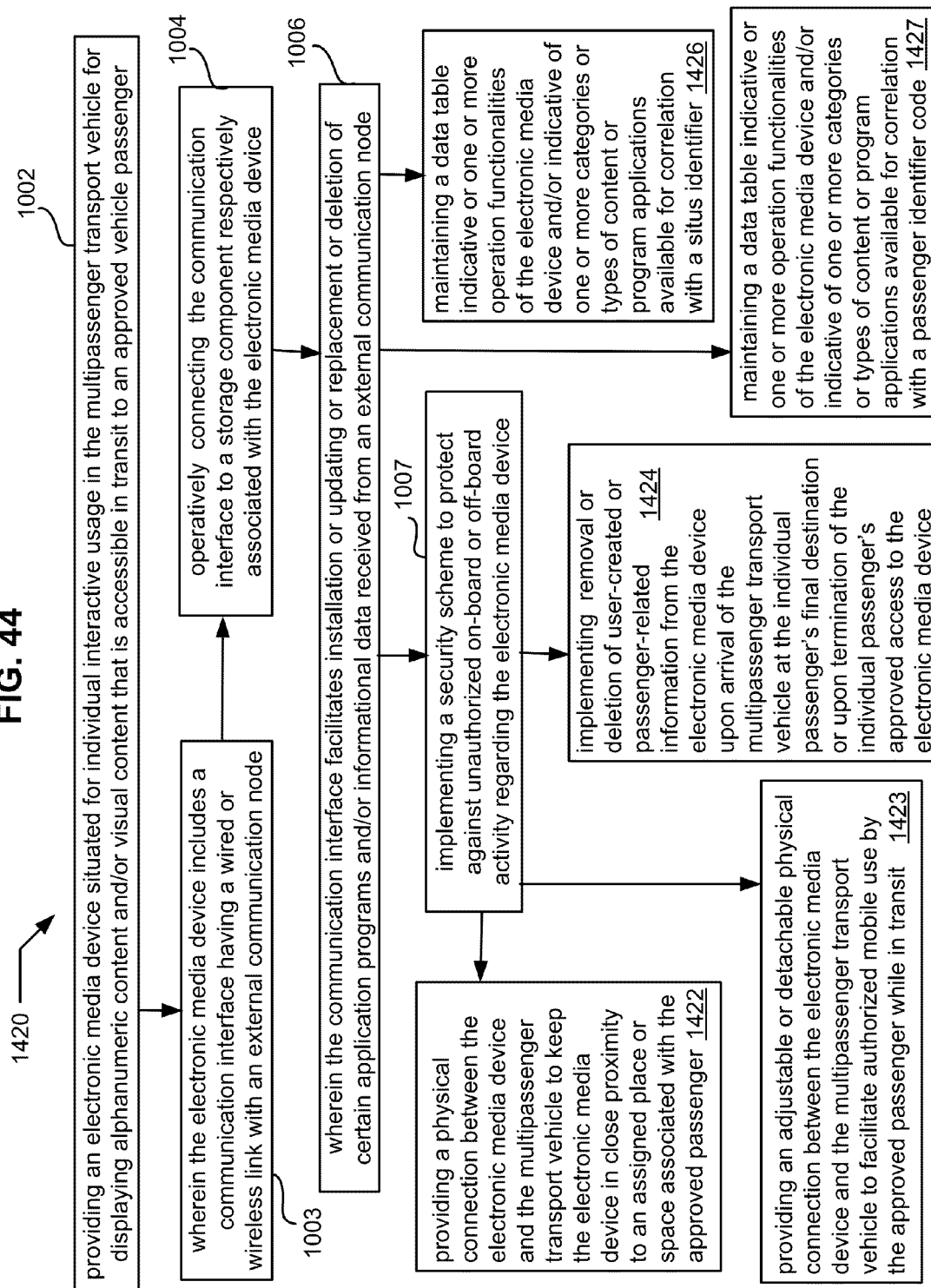


FIG. 44



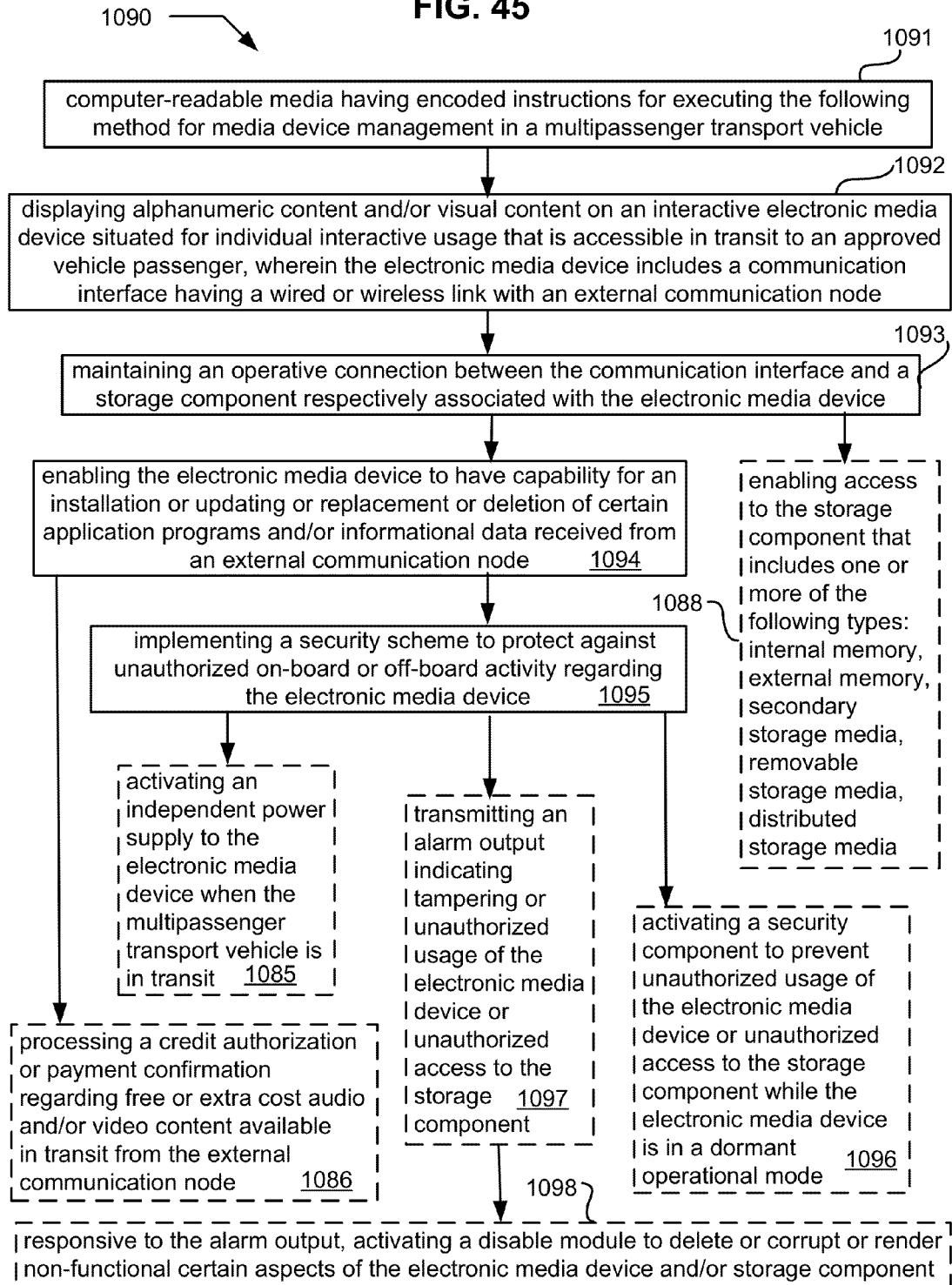
**FIG. 45**

FIG. 46

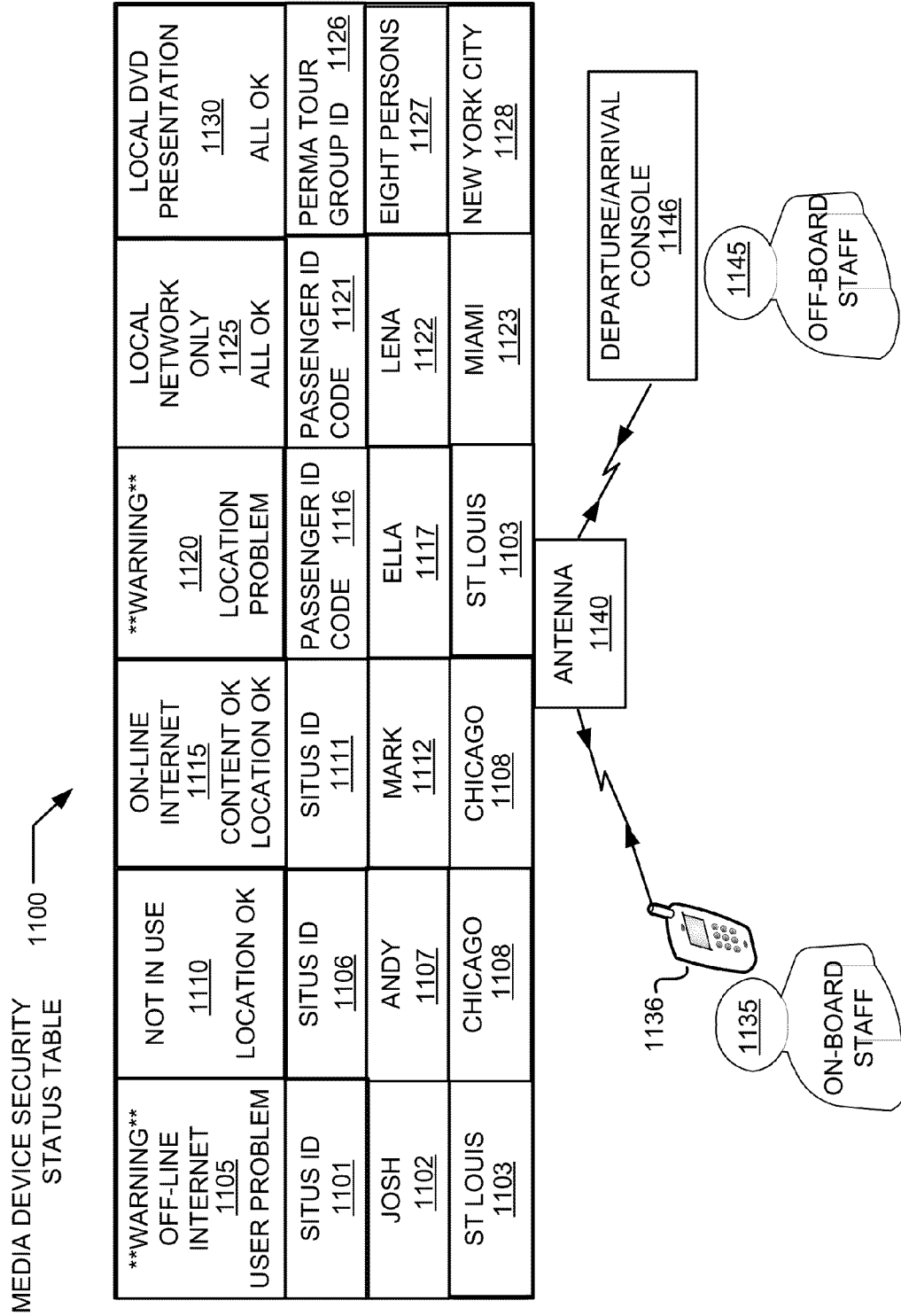
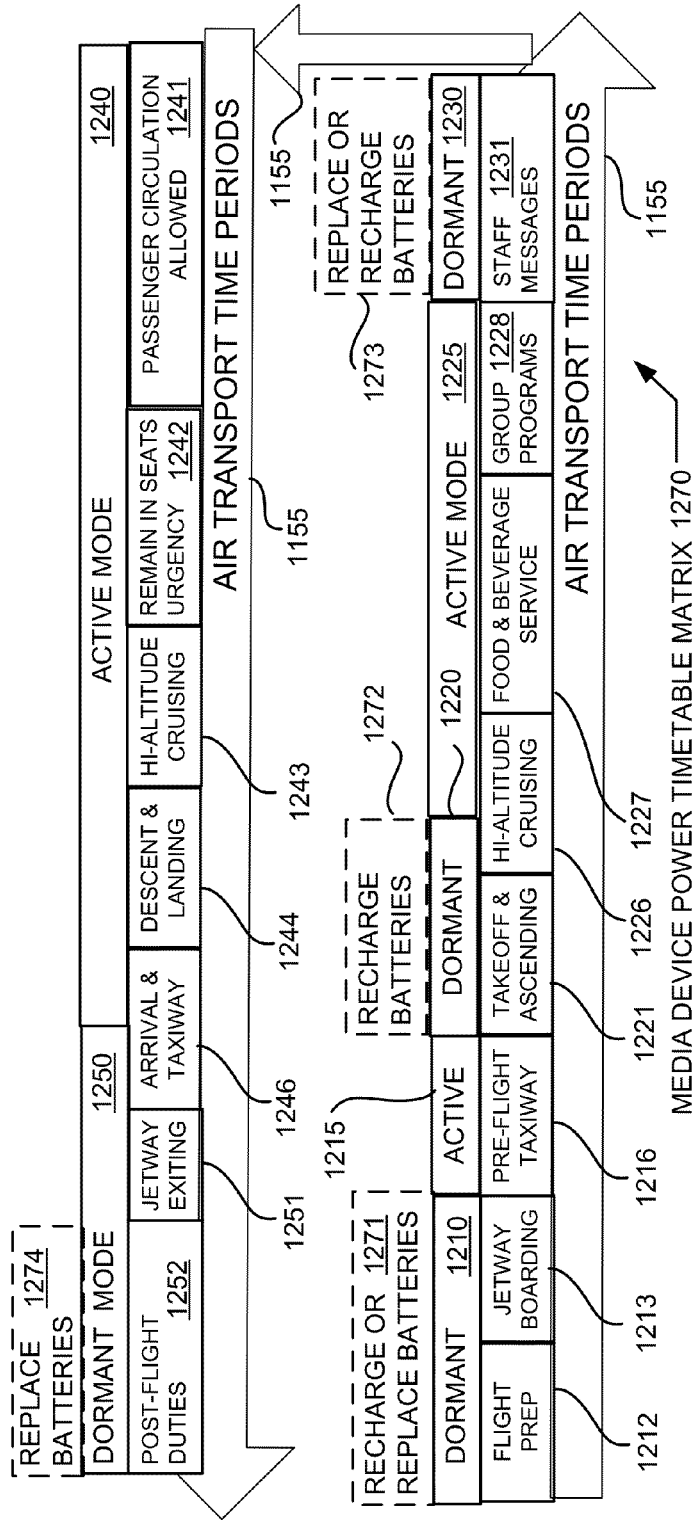




FIG. 48

MEDIA DEVICE 1260  
POWER STATUS TABLE

SITUS ID 1165	SITUS ID 1170	SITUS ID 1175	PASSENGER ID CODE 1180	PASSENGER ID CODE 1185	PERMA TOUR GROUP ID 1190
FULL CHARGE BATTERY 1168	DISCONNECTED BATTERY 1173	LOW CHARGE BATTERY 1178	HIGH CHARGE BATTERY 1183	DEAD BATTERY 1188	ALL BATTERIES WORKING 1193
SEAT VACANT 1167	NOT PAID 1172	SERVICE SIGNAL WARNING 1179	SERVICE 1184 SIGNAL OK	SERVICE 1189 SIGNAL ALARM	SERVICE 1194 SIGNALS OK



**FIG. 49**

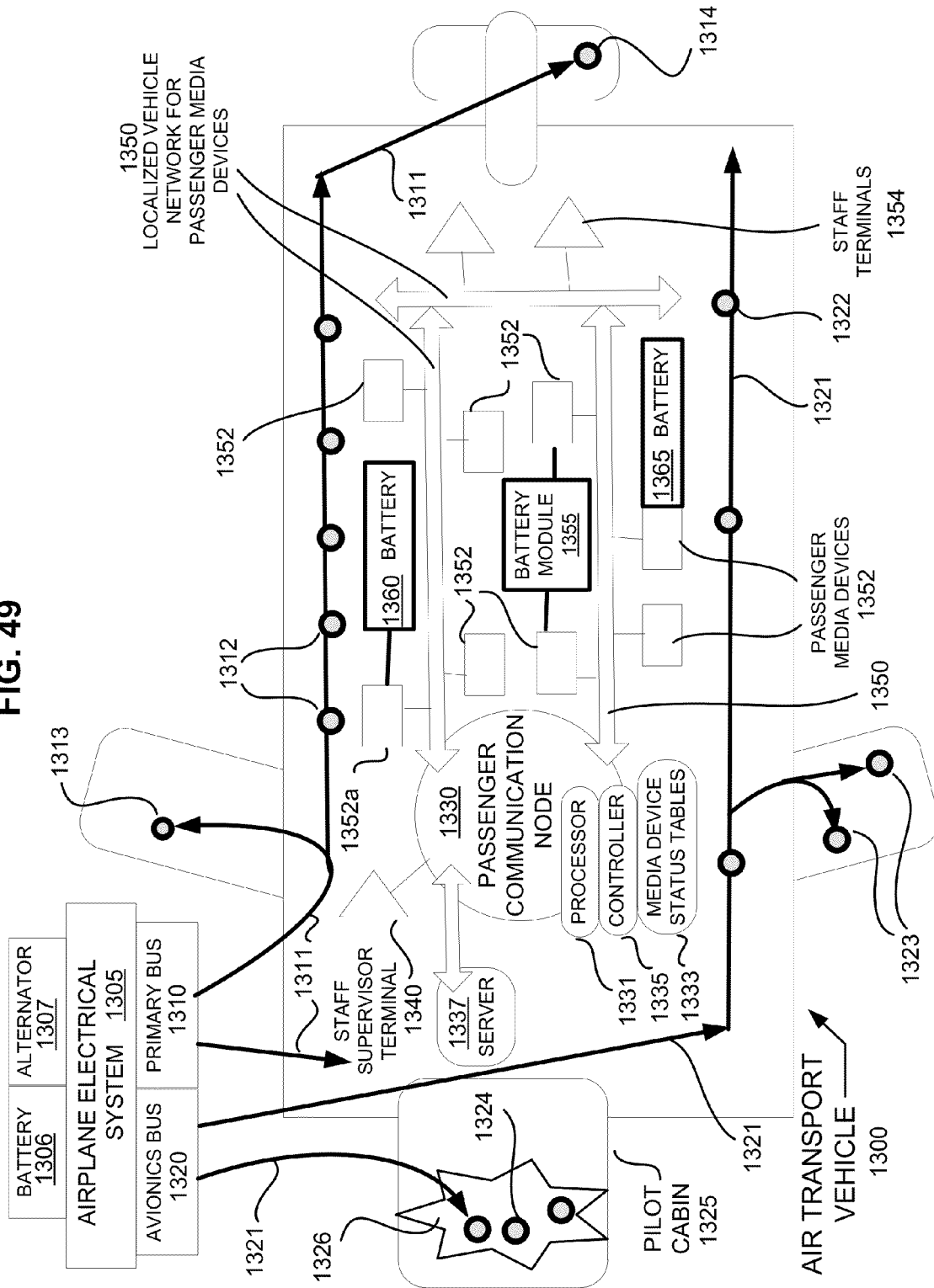


FIG. 50

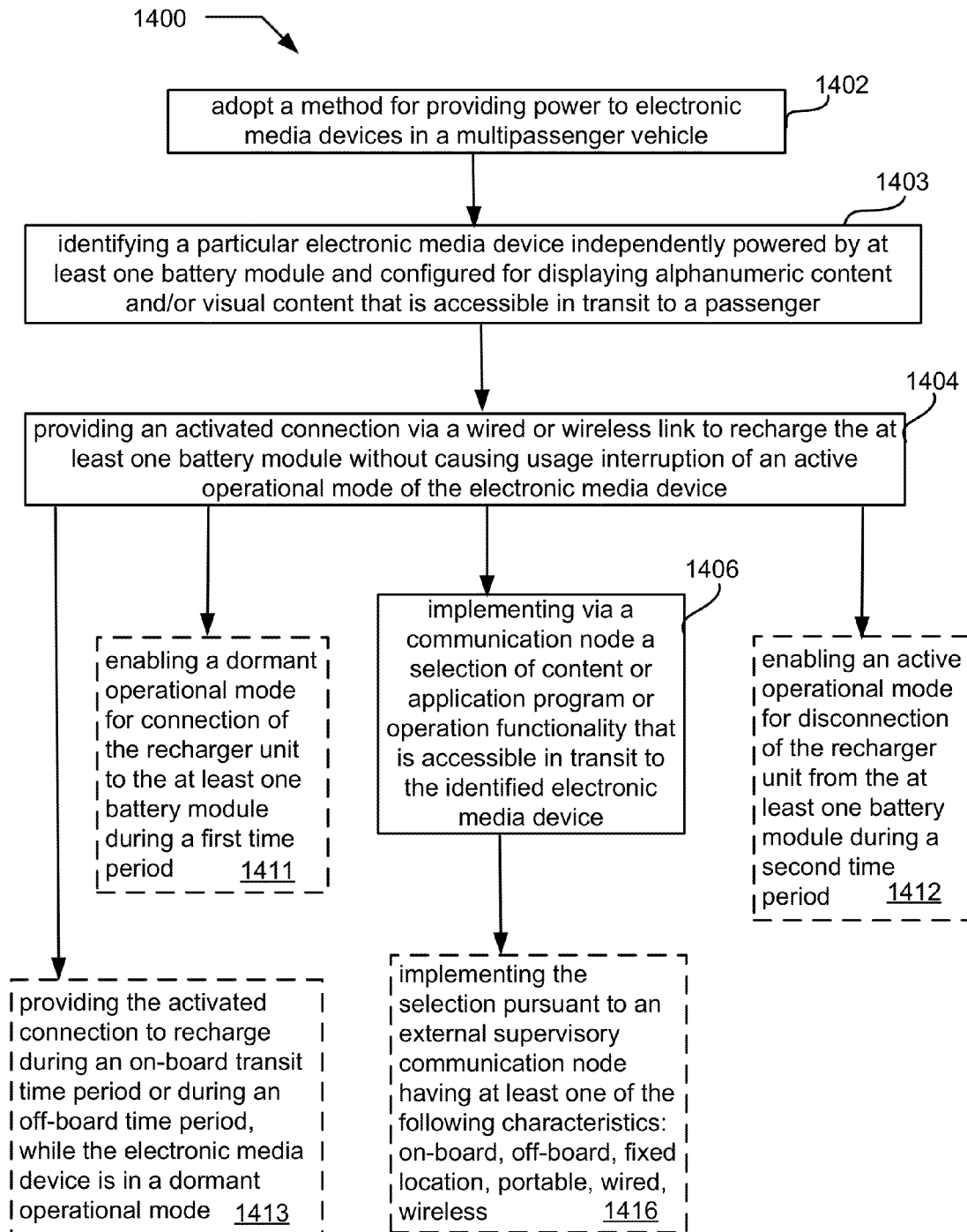


FIG. 51

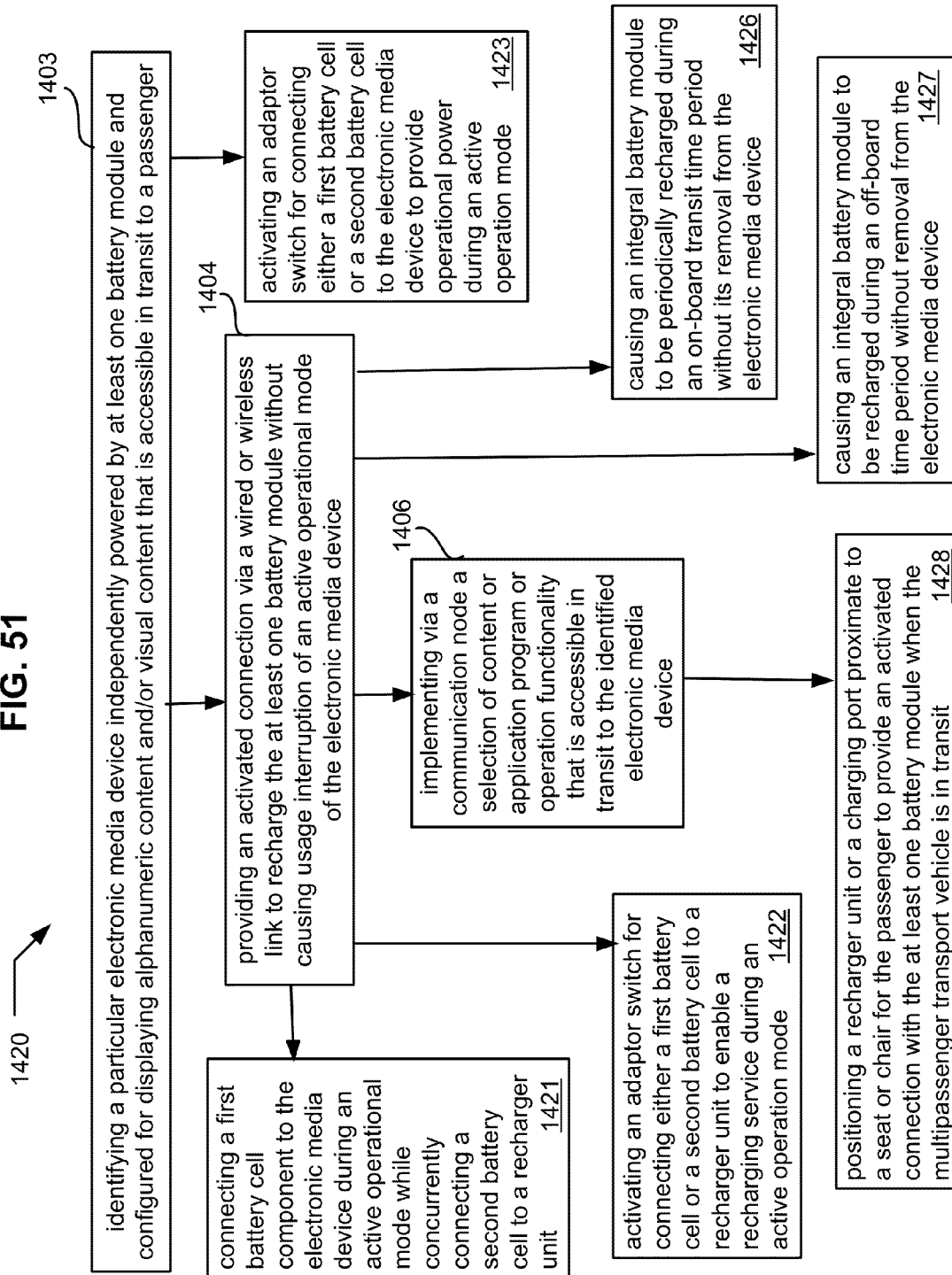


FIG. 52

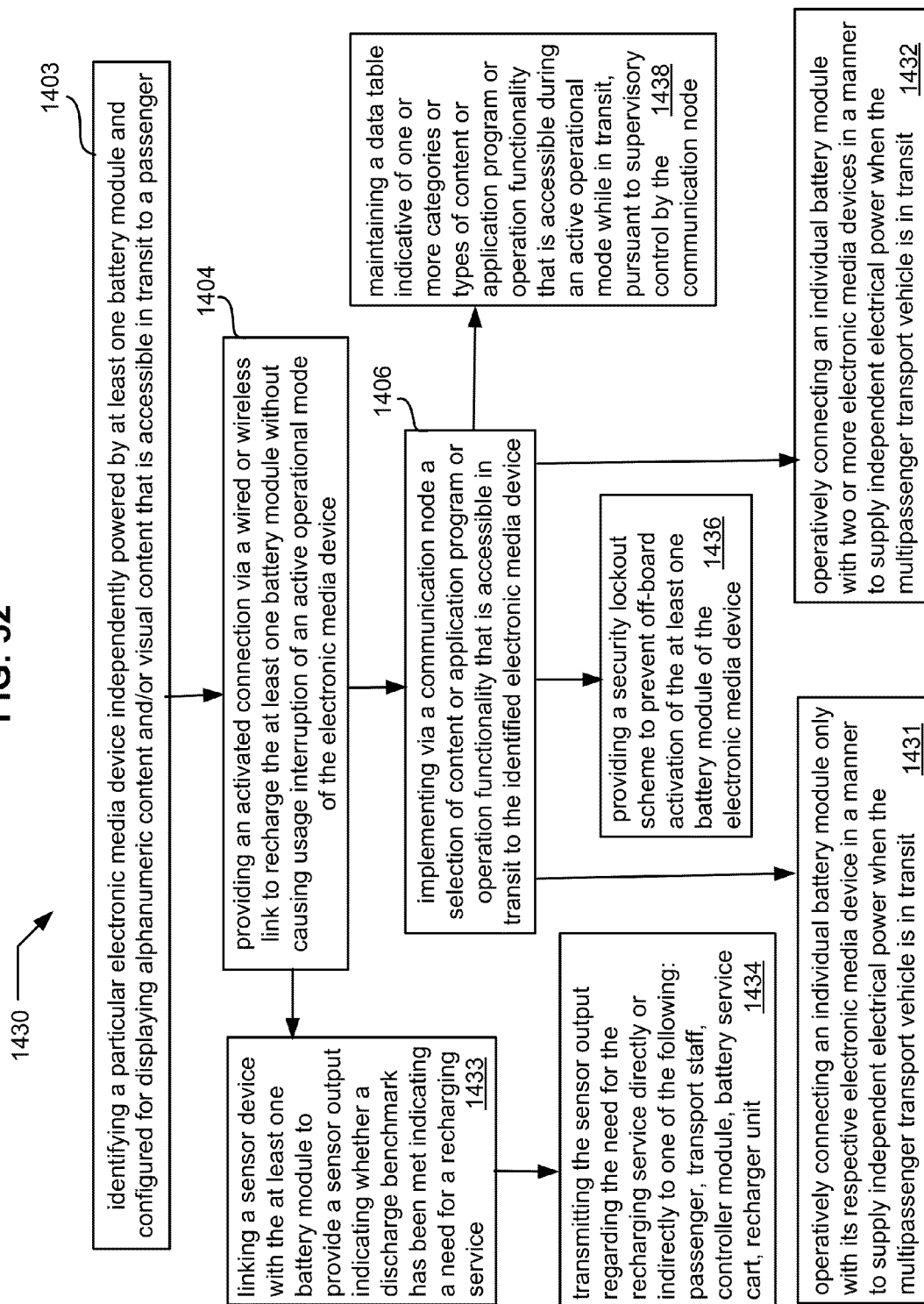


FIG. 53

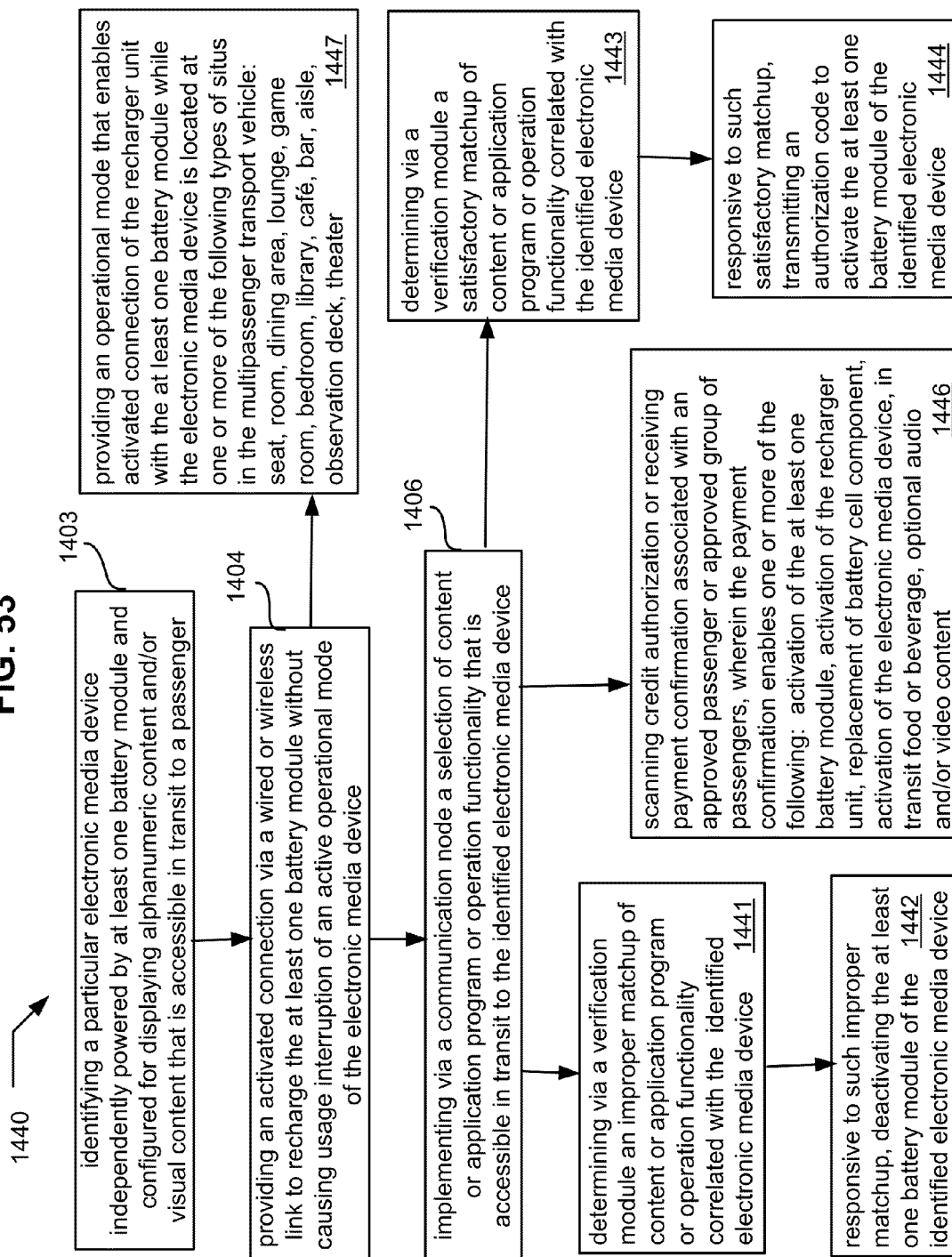


FIG. 54

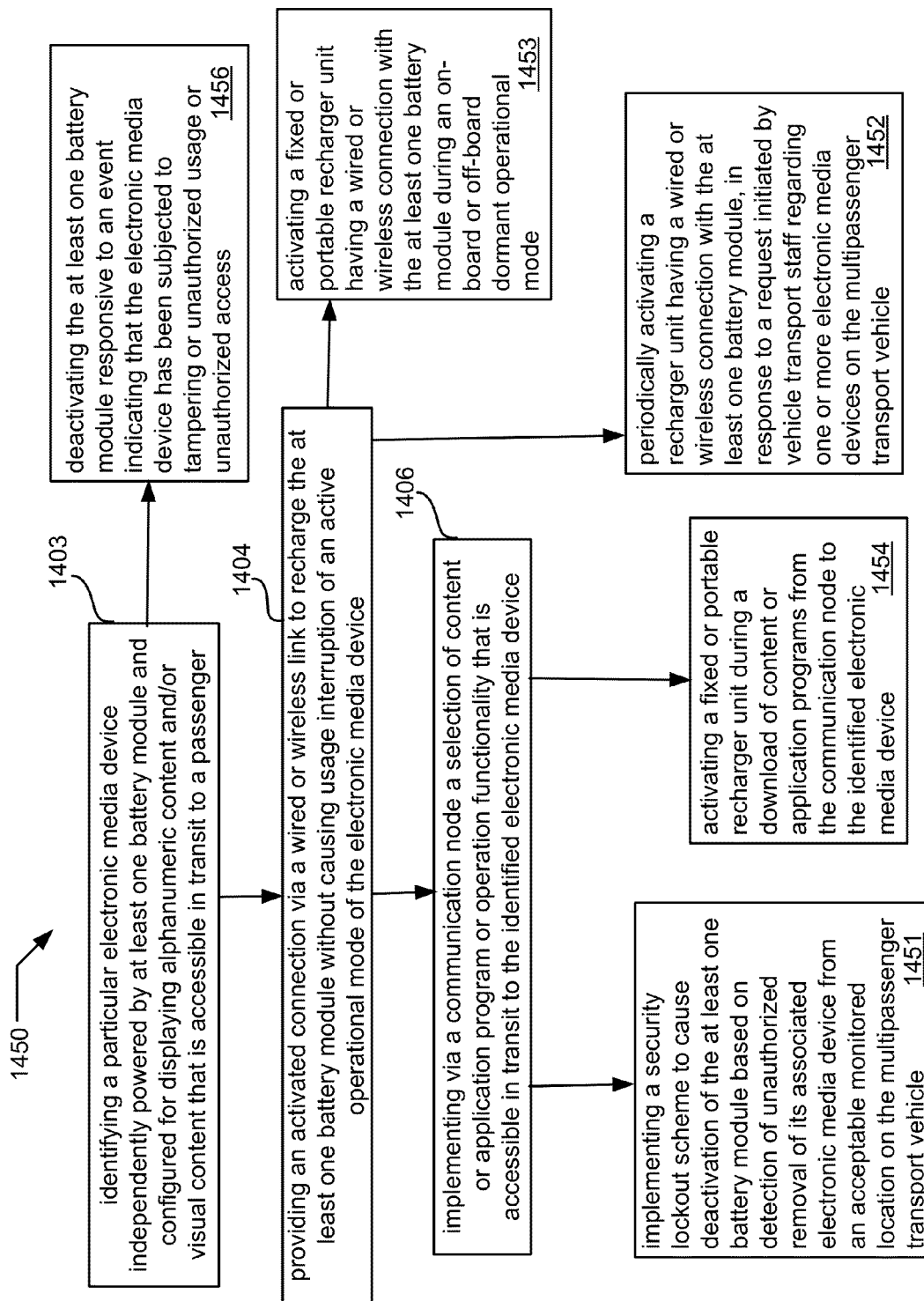


FIG. 55

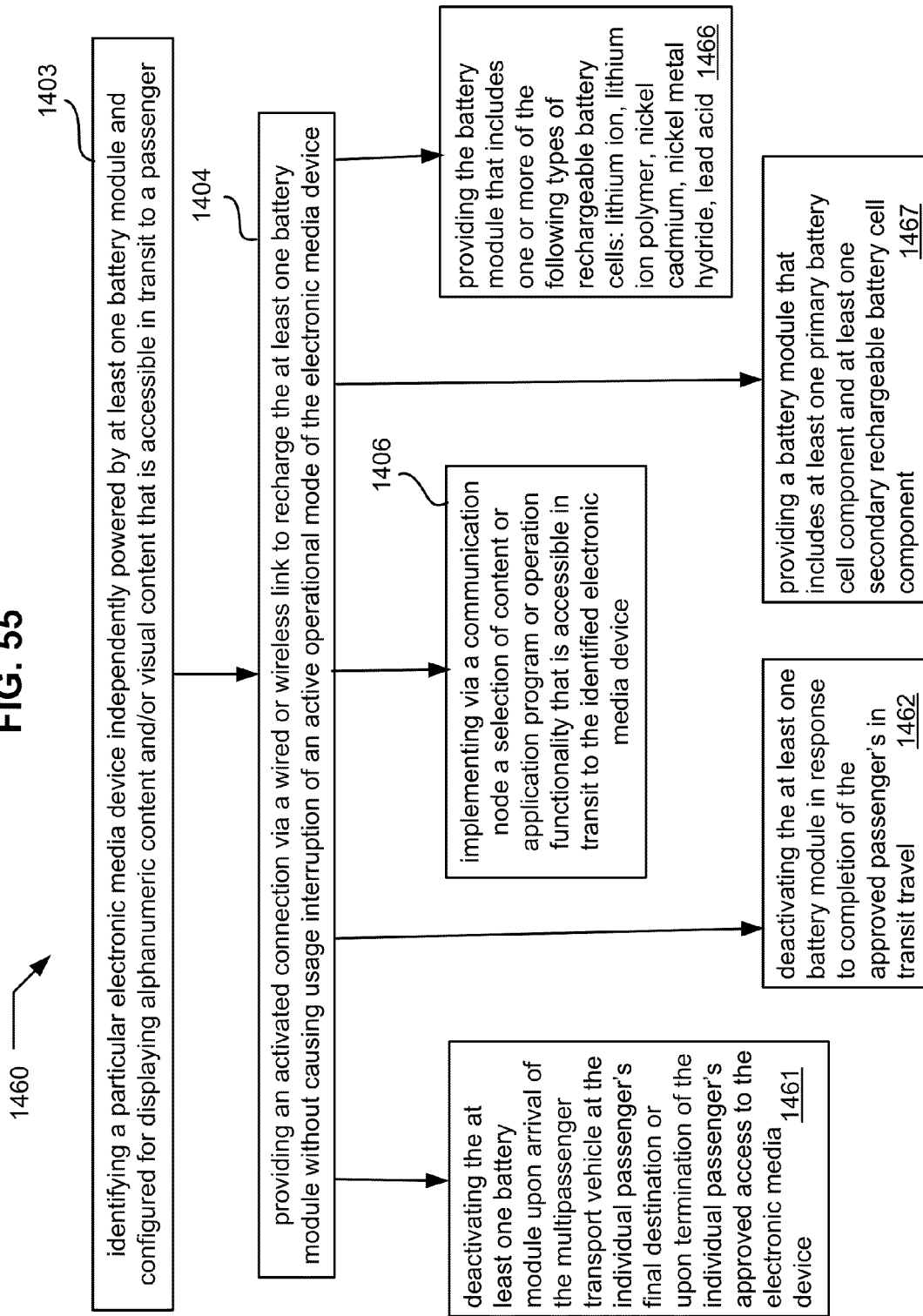
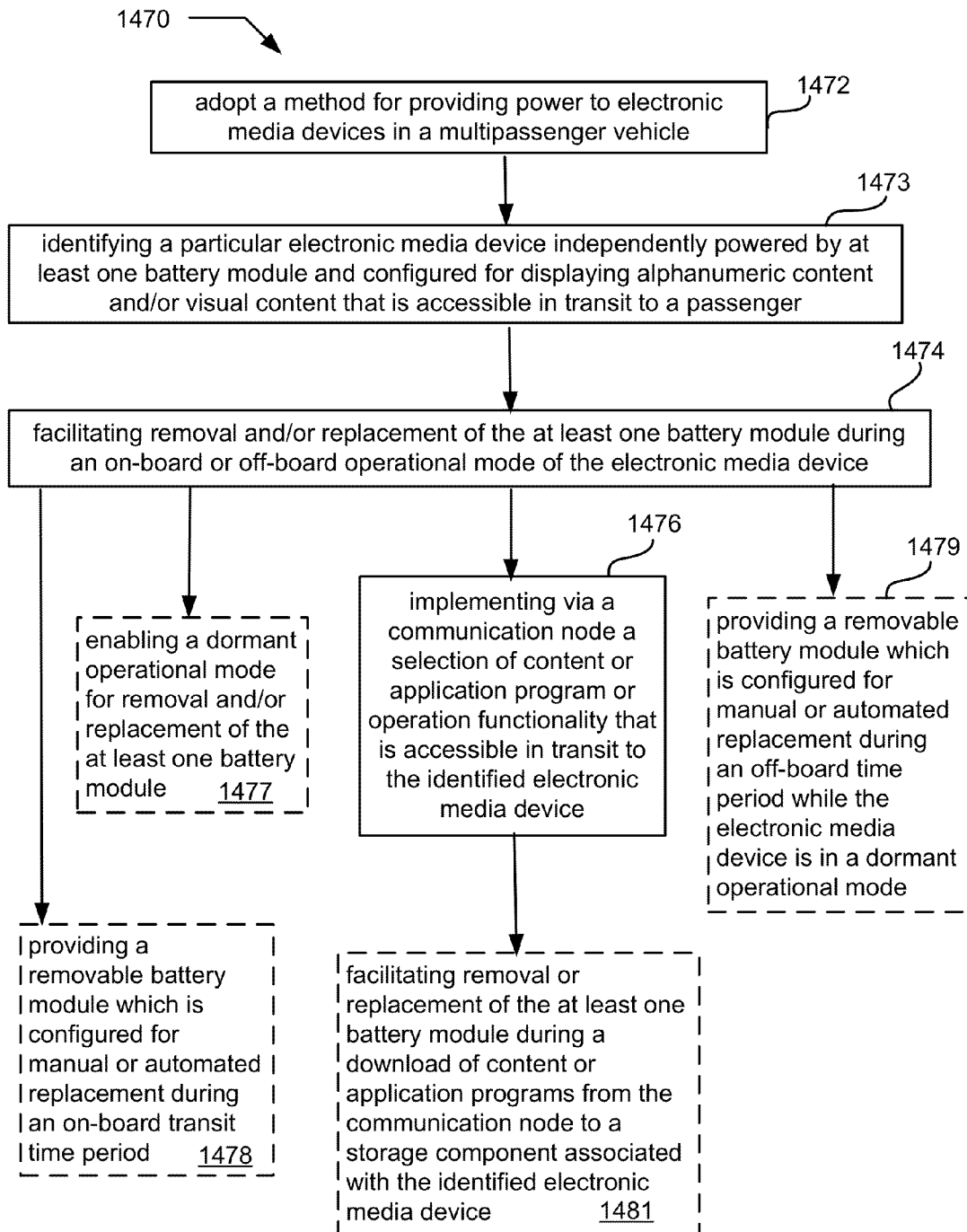


FIG. 56



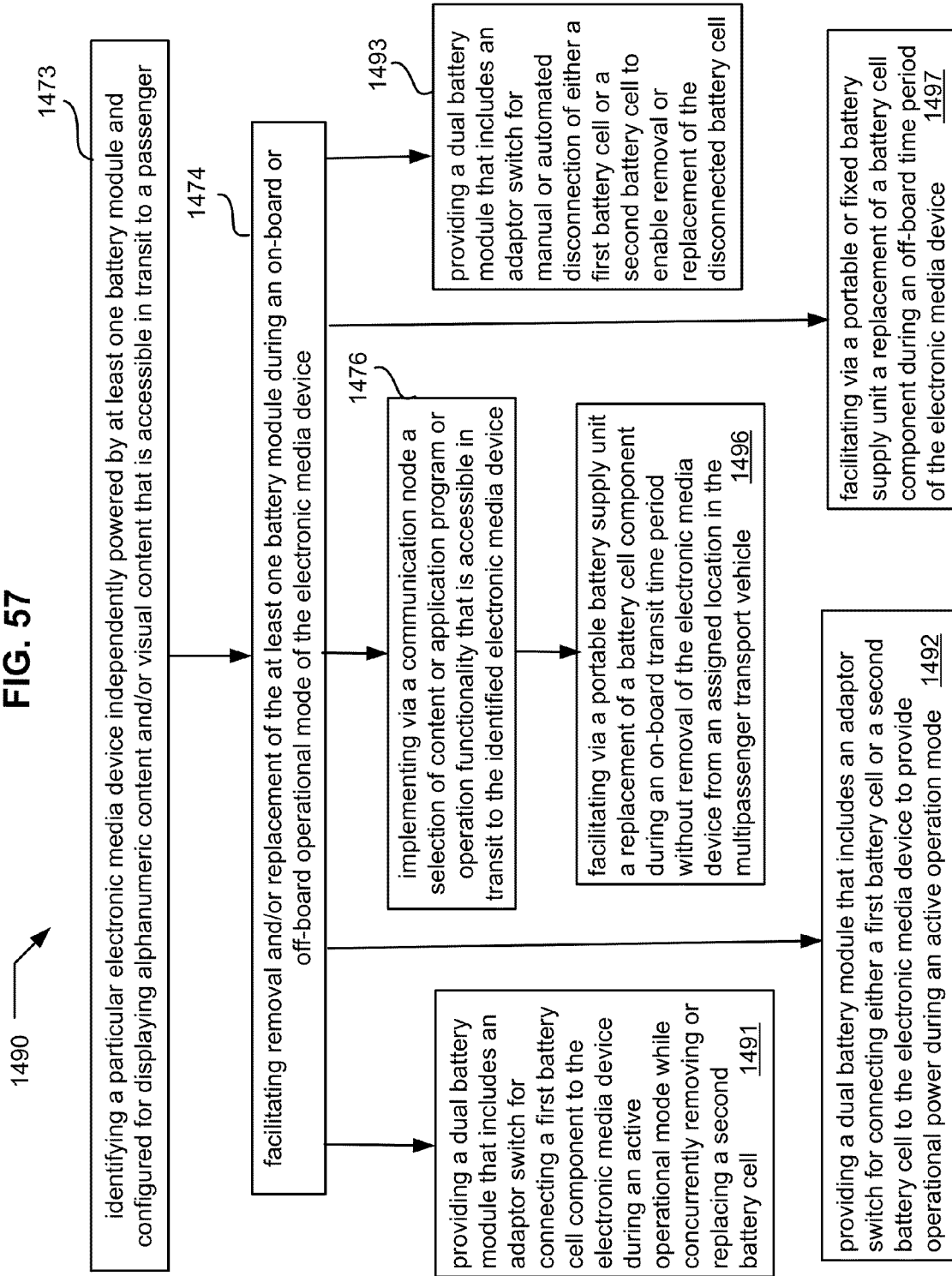
**FIG. 57**

FIG. 58

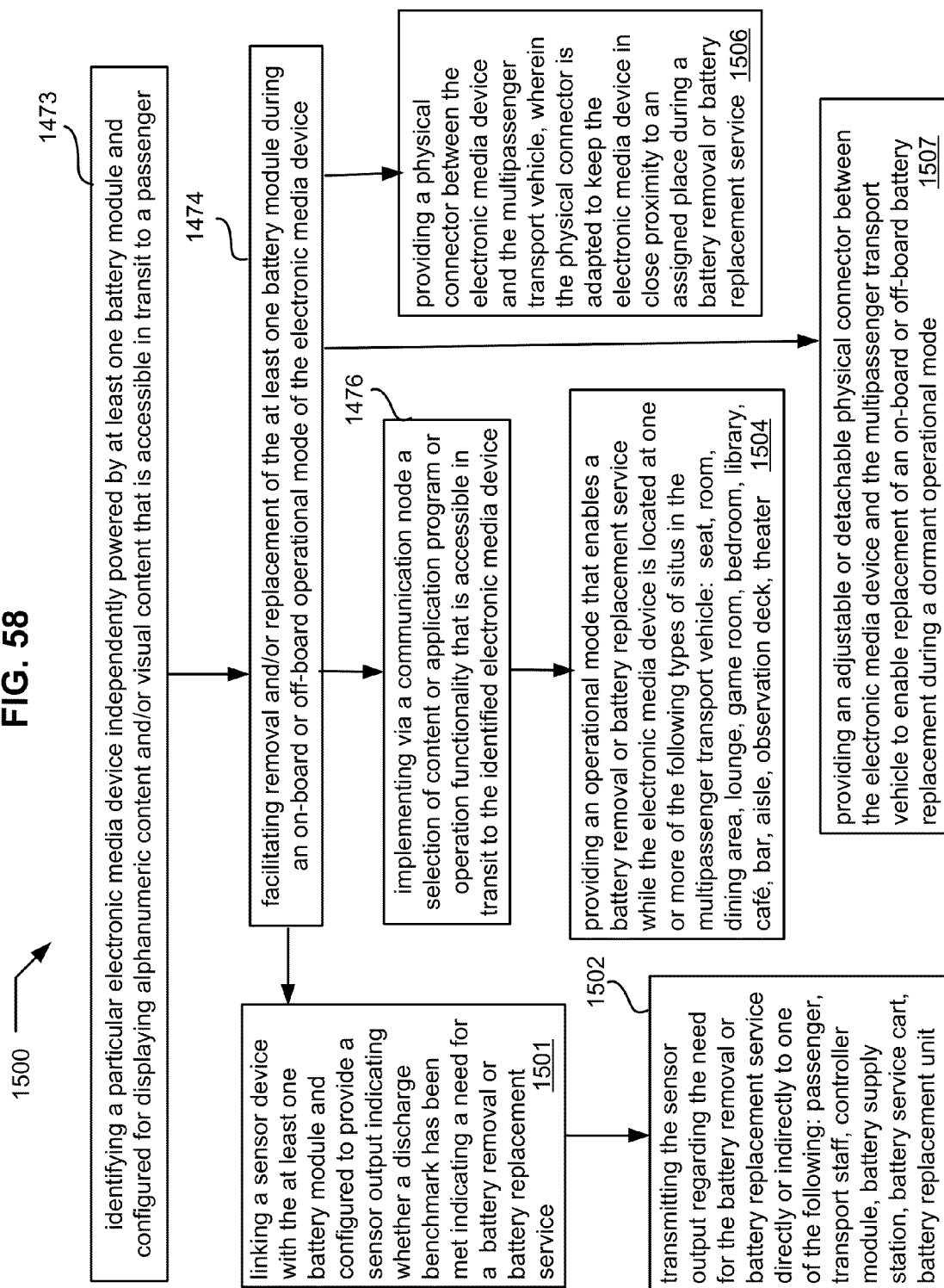


FIG. 59

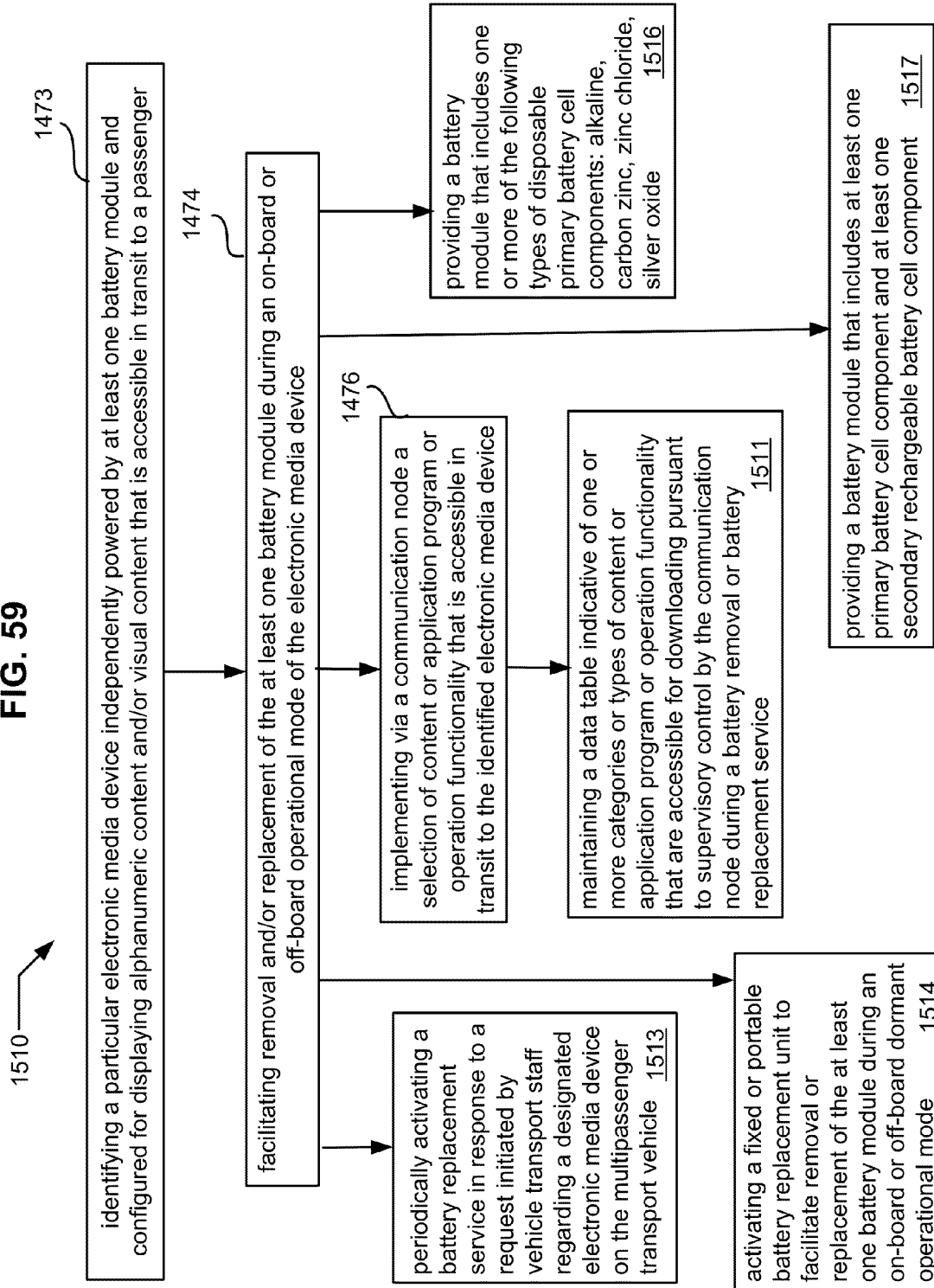


FIG. 60

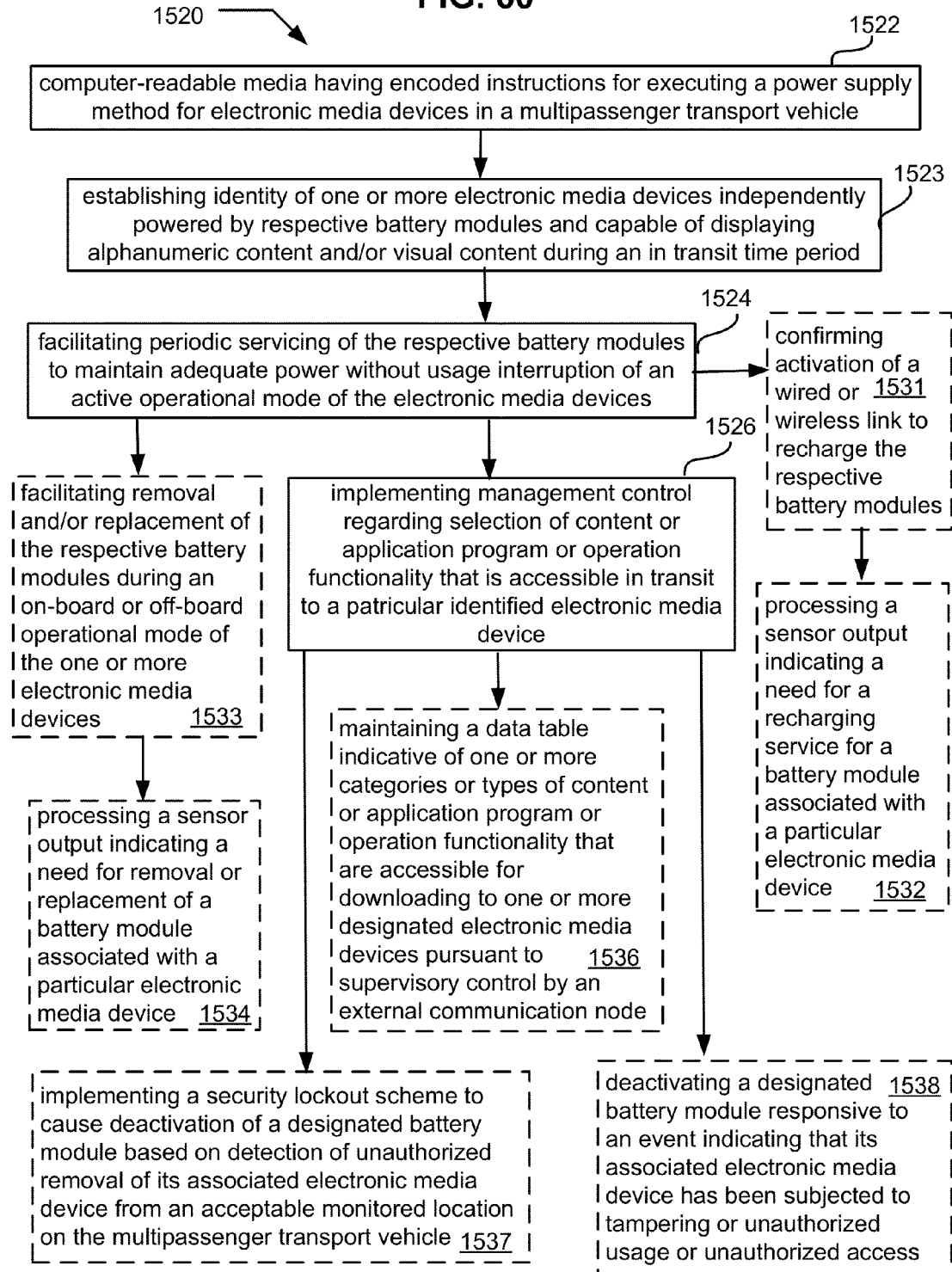


FIG. 61

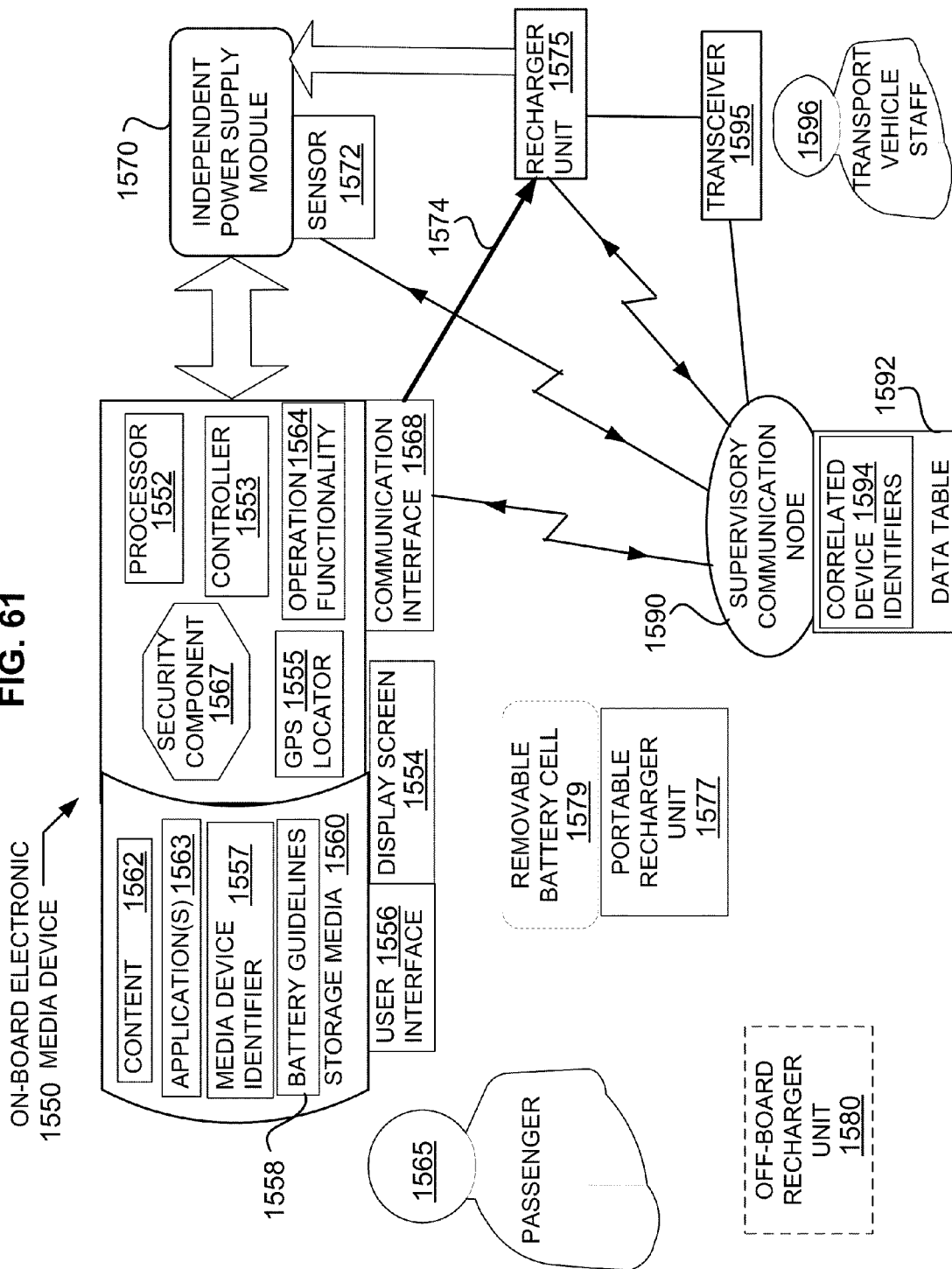


FIG. 62

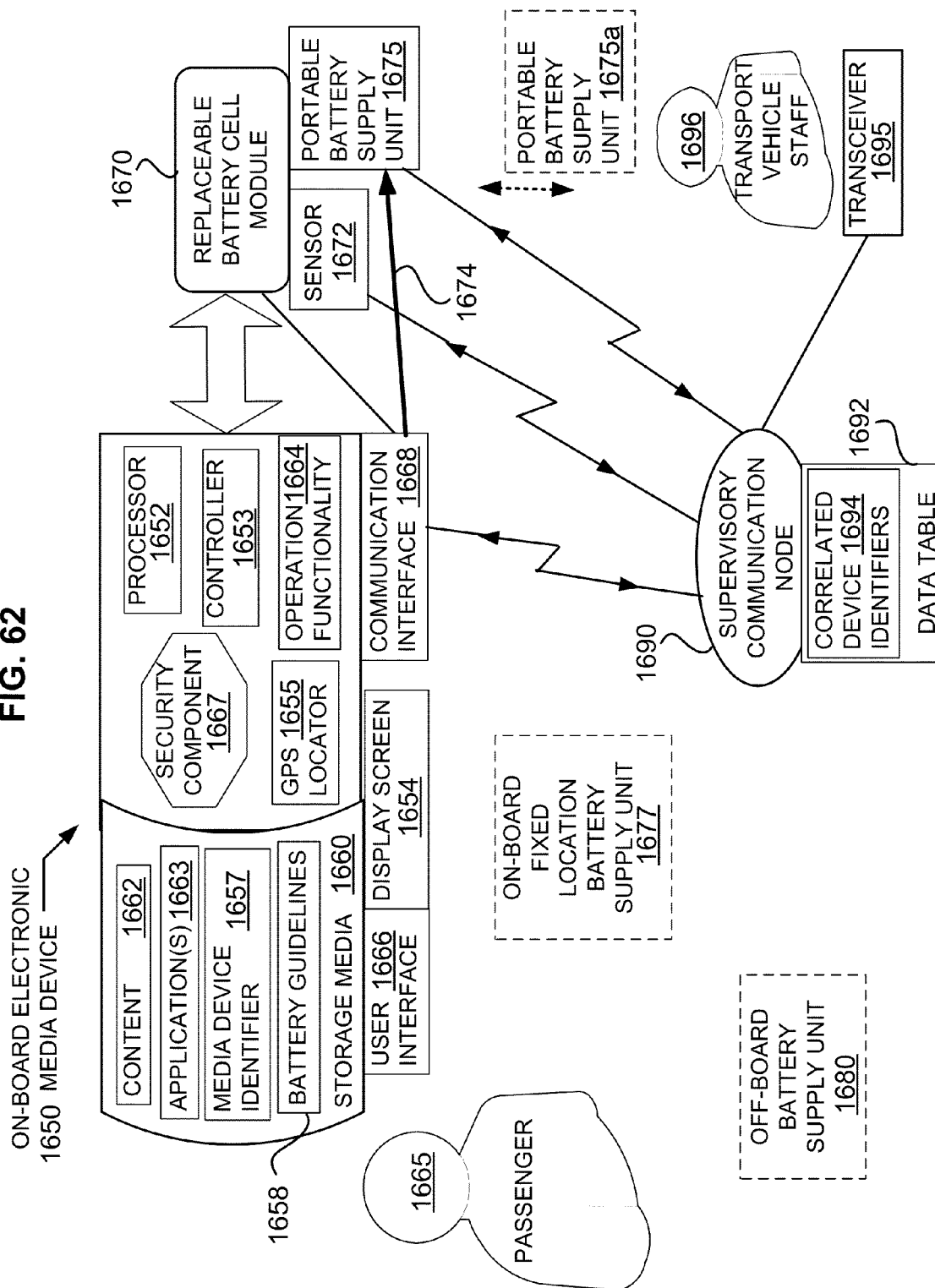


FIG. 63

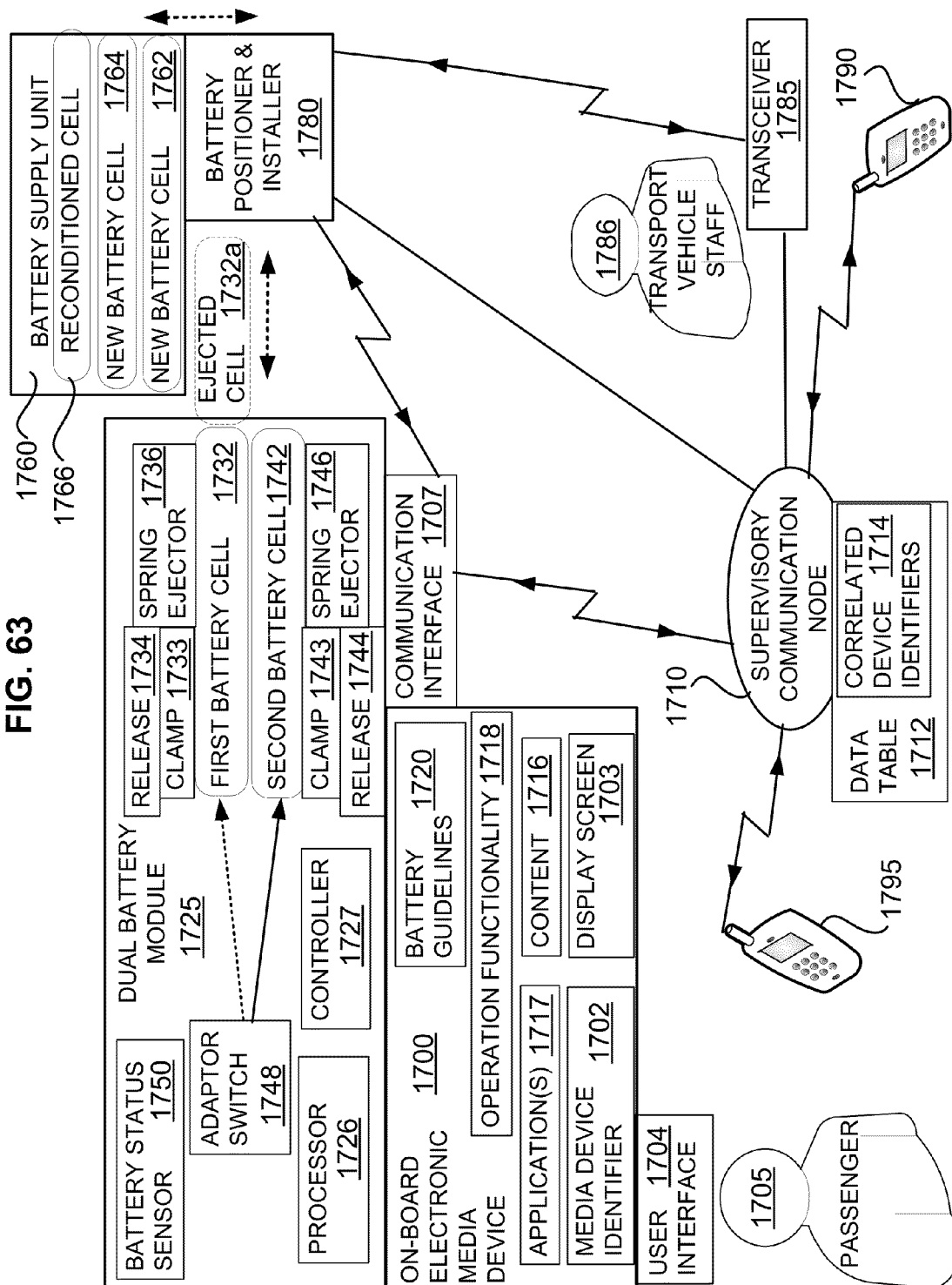
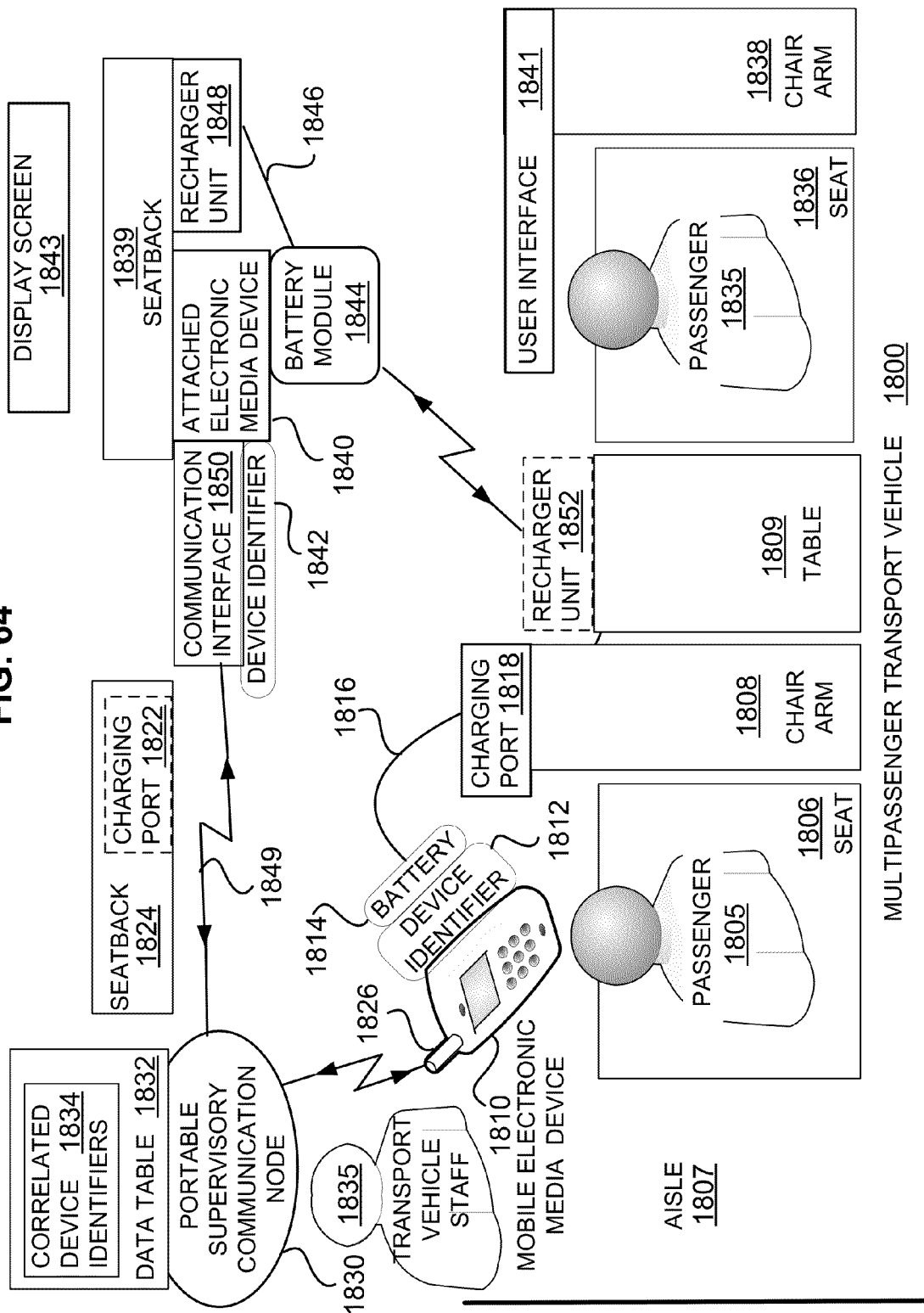


FIG. 64



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## POWER SOURCE FOR IN-TRANSIT ELECTRONIC MEDIA

### CROSS-REFERENCE TO RELATED APPLICATIONS

The present application is related to and claims the benefit of the earliest available effective filing date(s) from the following listed application(s) (the "Related applications") (e.g., claims earliest available priority dates for other than provisional patent applications or claims benefits under 35 USC §119(e) for provisional patent applications, for any and all parent, grandparent, great-grandparent, etc. applications of the Related application(s)). All subject matter of the Related applications and of any and all parent, grandparent, great-grandparent, etc. applications of the Related applications is incorporated herein by reference to the extent such subject matter is not inconsistent herewith.

### RELATED APPLICATIONS

For purposes of the USPTO extra-statutory requirements, the present application constitutes a continuation-in-part of U.S. patent application Ser. No. 13/200,097 entitled IN-TRANSIT ELECTRONIC MEDIA WITH LOCATION-BASED CONTENT, naming Roderick A. Hyde, Muriel Y. Ishikawa, Jordin T. Kare, David B. Tuckerman, Thomas A. Weaver, Lowell L. Wood, Jr. as inventors, filed 16 Sep. 2011 now U.S. Pat. No. 8,776,145, or is an application of which a currently application is entitled to the benefit of the filing date.

For purposes of the USPTO extra-statutory requirements, the present application constitutes a continuation-in-part of U.S. patent application Ser. No. 13/200,101 entitled IN-TRANSIT ELECTRONIC MEDIA WITH CUSTOMIZED PASSENGER-RELATED CONTENT, naming Roderick A. Hyde, Muriel Y. Ishikawa, Jordin T. Kare, David B. Tuckerman, Thomas A. Weaver, Lowell L. Wood, Jr. as inventors, filed 16 Sep. 2011 now abandoned, or is an application of which a currently co-pending application is entitled to the benefit of the filing date.

For purposes of the USPTO extra-statutory requirements, the present application constitutes a continuation-in-part of U.S. patent application Ser. No. 13/200,099 entitled SECURE ELECTRONIC MEDIA FOR IN-TRANSIT PASSENGER USAGE, naming Roderick A. Hyde, Muriel Y. Ishikawa, Jordin T. Kare, David B. Tuckerman, Thomas A. Weaver, Lowell L. Wood, Jr. as inventors, filed 16 Sep. 2011, which is currently co-pending, or is an application of which a currently co-pending application is entitled to the benefit of the filing date.

The United States Patent Office (USPTO) has published a notice to the effect that the USPTO's computer programs require that patent applicants reference both a serial number and indicate whether an application is a continuation or continuation-in-part. Stephen G. Kunin, Benefit of Prior-Filed Application, USPTO Official Gazette Mar. 18, 2003. The present Applicant Entity (hereinafter "Applicant") has provided above a specific reference to the application(s) from which priority is being claimed as recited by statute. Applicant understands that the statute is unambiguous in its specific reference language and does not require either a serial number or any characterization, such as "continuation" or "continuation-in-part," for claiming priority to U.S. patent applications. Notwithstanding the foregoing, Applicant understands that the USPTO's computer programs have certain data entry requirements, and hence Applicant is designating the present

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application as a continuation-in-part of its parent applications as set forth above, but expressly points out that such designations are not to be construed in any way as any type of commentary and/or admission as to whether or not the present application contains any new matter in addition to the matter of its parent application(s).

### BACKGROUND

The present application relates to electronic media devices available to individual users in a multipassenger vehicle, including techniques for content management and operational control and power supply maintenance, and related methods, systems, components, computerized apparatus, software program products, and communication techniques.

### SUMMARY

In one aspect, an exemplary method for providing power to electronic media devices in a multipassenger vehicle may include identifying a particular electronic media device independently powered by at least one battery module and configured for displaying alphanumeric content and/or visual content that is accessible in transit to a passenger, providing an activated connection via a wired or wireless link to recharge the at least one battery module without causing usage interruption of an active operational mode of the electronic media device, and implementing via a communication node a selection of content or application program or operation functionality that is accessible in transit to the identified electronic media device.

In another aspect, an exemplary method for providing power to electronic media device in a multipassenger transport may include identifying a particular electronic media device independently powered by at least one battery module and configured for displaying alphanumeric content and/or visual content that is accessible in transit to a passenger, facilitating removal and/or replacement of the at least one battery module during an on-board or off-board operational mode of the electronic media device, and implementing via a communication node a selection of content or application program or operation functionality that is accessible in transit to the identified electronic media device.

In one or more various aspects, related systems include but are not limited to circuitry and/or programming for effecting the herein-referenced method aspects; the circuitry and/or programming can be virtually any combination of hardware, software, and/or firmware configured to effect the herein-referenced method aspects depending upon the design choices of the system designer.

In another aspect, an exemplary system includes but is not limited to computerized components incorporated with and/or linked to electronic media devices in a multipassenger vehicle, which system has the capability to implement the various process features disclosed herein. Examples of various system aspects are described in the claims, drawings, and text forming a part of the present disclosure.

Some embodiments for a computerized electronic media system for a multipassenger transport vehicle may include an electronic media device independently powered by at least one battery module and configured for displaying alphanumeric content and/or visual content that is accessible in transit to a passenger, a storage component coupled to the electronic media device, and an identifier associated with the electronic media device, and a communication node configured to deter-

mine a selection of content or application program or operation functionality that is accessible in transit to the identified electronic media device.

Some related power supply system embodiments may further include a recharger unit adapted for connection via a wired or wireless link to recharge the at least one battery module without causing usage interruption of an active operational mode of the electronic media device. Other related power supply system embodiments may further include a battery replacement unit adapted for implementing removal and/or replacement of the at least one battery module during an on-board or off-board operational mode of the electronic media device.

In a further aspect, a computer program product may include computer-readable media having encoded instructions that execute a power supply method for electronic media devices in a multipassenger transport vehicle, wherein the method includes establishing identity of one or more electronic media devices independently powered by respective battery modules and capable of displaying alphanumeric content and/or visual content during an in transit time period; facilitating periodic servicing of the respective battery modules to maintain adequate power without usage interruption of an active operational mode of the electronic media devices; and implementing management control regarding selection of content or application program or operation functionality that is accessible in transit to a particular identified electronic media device.

In addition to the foregoing, various other method and/or system and/or program product aspects are set forth and described in the teachings such as text (e.g., claims and/or detailed description) and/or drawings of the present disclosure.

The foregoing summary is illustrative only and is not intended to be in any way limiting. In addition to the illustrative aspects, embodiments, and features described above, further aspects, embodiments, and features will become apparent by reference to the drawings and the following detailed description.

#### BRIEF DESCRIPTION OF THE FIGURES

FIG. 1 is a schematic block diagram illustrating exemplary embodiment features for an interactive multipassenger transport media device.

FIG. 2 is a schematic block diagram depicting an exemplary system embodiment for multiple passenger interactive media devices in a transport vehicle.

FIG. 3 shows an exemplary lookup data table for programmed servicing and usage schedules applicable to the interactive media devices.

FIGS. 4-5 are additional schematic block diagrams depicting exemplary system embodiment features.

FIG. 6 is a higher level flow chart that illustrates process components for making selective content and/or operational capability available to designated interactive media devices.

FIGS. 7-17 are detailed flow charts illustrating exemplary process features regarding content and/or operational capability available to specified site-based electronic media devices.

FIG. 18 is a diagrammatic flow chart for exemplary computer-readable media embodiment features.

FIG. 19 is a schematic block diagram depicting exemplary system features for providing selective content and/or operational capability that is correlated with specified on-board sites.

FIG. 20 is another higher level flow chart that illustrates process components for making certain content and/or operational capability available to particular identified passengers.

FIGS. 21-31 are detailed flow charts illustrating other exemplary process aspects regarding content and/or operational capability for different identified passengers.

FIG. 32 is diagrammatic flow chart for additional exemplary computer-readable media embodiment features.

FIG. 33 is a schematic block diagram depicting exemplary system features for providing selective content and/or operational capability that is correlated with particular passenger identifier codes.

FIG. 34 is a schematic block diagram depicting exemplary aspects of a security scheme for the interactive media devices.

FIG. 35 is a further higher level flow chart that illustrates exemplary security process aspects for the interactive media devices.

FIGS. 36-44 are detailed flow charts illustrating additional exemplary process aspects for protection against unauthorized activity regarding the interactive media devices.

FIG. 45 is diagrammatic flow chart for other possible computer-readable media embodiment features.

FIG. 46 shows a representative status table regarding media device security aspects.

FIG. 47 shows representative status tables regarding media device usage aspects.

FIG. 48 shows representative status tables regarding media device power aspects.

FIG. 49 is a schematic block diagram depicting another exemplary system embodiment for multiple passenger interactive media devices in an air transport vehicle.

FIG. 50 is another higher level flow chart illustrating various exemplary process features regarding power supply management for electronic media devices in a multipassenger vehicle.

FIGS. 51-55 are detailed flow charts that illustrate further process aspects that may be implemented in electronic media device embodiments.

FIG. 56 is a further higher level flow chart regarding exemplary process aspects for maintaining adequate power management for electronic media devices available to particular vehicle passengers.

FIGS. 57-59 are detailed flow charts showing additional possible process features that may be incorporated with independently powered electronic media devices.

FIG. 60 is a diagrammatic flow chart for exemplary computer-readable media embodiment features.

FIG. 61 is a schematic block diagram illustrating an exemplary system embodiment for an independent power supply that includes in transit or off-board battery recharging services for selective on-board passenger electronic media devices.

FIGS. 62-63 are schematic block diagrams illustrating other exemplary system embodiments for an independent power supply for selective passenger electronic media devices that utilize in transit or off-board battery removal and/or replacement services.

FIG. 64 is a schematic block diagram depicting another exemplary system embodiment for providing on-board battery recharging services for selective electronic media devices in a multipassenger vehicle.

#### DETAILED DESCRIPTION

In the following detailed description, reference is made to the accompanying drawings, which form a part hereof. In the drawings, similar symbols typically identify similar compo-

nents, unless context dictates otherwise. The illustrative embodiments described in the detailed description, drawings, and claims are not meant to be limiting. Other embodiments may be utilized, and other changes may be made, without departing from the spirit or scope of the subject matter presented here.

Those having skill in the art will recognize that the state of the art has progressed to the point where there is little distinction left between hardware, software, and/or firmware implementations of aspects of systems; the use of hardware, software, and/or firmware is generally (but not always, in that in certain contexts the choice between hardware and software can become significant) a design choice representing cost vs. efficiency tradeoffs. Those having skill in the art will appreciate that there are various vehicles by which processes and/or systems and/or other technologies described herein can be effected (e.g., hardware, software, and/or firmware), and that the preferred vehicle will vary with the context in which the processes and/or systems and/or other technologies are deployed. For example, if an implementer determines that speed and accuracy are paramount, the implementer may opt for a mainly hardware and/or firmware vehicle; alternatively, if flexibility is paramount, the implementer may opt for a mainly software implementation; or, yet again alternatively, the implementer may opt for some combination of hardware, software, and/or firmware. Hence, there are several possible vehicles by which the processes and/or devices and/or other technologies described herein may be effected, none of which is inherently superior to the other in that any vehicle to be utilized is a choice dependent upon the context in which the vehicle will be deployed and the specific concerns (e.g., speed, flexibility, or predictability) of the implementer, any of which may vary. Those skilled in the art will recognize that optical aspects of implementations will typically employ optically-oriented hardware, software, and or firmware.

In some implementations described herein, logic and similar implementations may include software or other control structures. Electronic circuitry, for example, may have one or more paths of electrical current constructed and arranged to implement various functions as described herein. In some implementations, one or more media may be configured to bear a device-detectable implementation when such media hold or transmit device detectable instructions operable to perform as described herein. In some variants, for example, implementations may include an update or modification of existing software or firmware, or of gate arrays or programmable hardware, such as by performing a reception of or a transmission of one or more instructions in relation to one or more operations described herein. Alternatively or additionally, in some variants, an implementation may include special-purpose hardware, software, firmware components, and/or general-purpose components executing or otherwise invoking special-purpose components. Specifications or other implementations may be transmitted by one or more instances of tangible transmission media as described herein, optionally by packet transmission or otherwise by passing through distributed media at various times.

Alternatively or additionally, implementations may include executing a special-purpose instruction sequence or invoking circuitry for enabling, triggering, coordinating, requesting, or otherwise causing one or more occurrences of virtually any functional operations described herein. In some variants, operational or other logical descriptions herein may be expressed as source code and compiled or otherwise invoked as an executable instruction sequence. In some con-

texts, for example, implementations may be provided, in whole or in part, by source code, such as C++, or other code sequences.

In other implementations, source or other code implementation, using commercially available and/or techniques in the art, may be compiled//implemented/translated/converted into a high-level descriptor language (e.g., initially implementing described technologies in C or C++ programming language and thereafter converting the programming language implementation into a logic-synthesizable language implementation, a hardware description language implementation, a hardware design simulation implementation, and/or other such similar mode(s) of expression). For example, some or all of a logical expression (e.g., computer programming language implementation) may be manifested as a Verilog-type hardware description (e.g., via Hardware Description Language (HDL) and/or Very High Speed Integrated Circuit Hardware Descriptor Language (VHDL)) or other circuitry model which may then be used to create a physical implementation having hardware (e.g., an Application Specific Integrated Circuit). Those skilled in the art will recognize how to obtain, configure, and optimize suitable transmission or computational elements, material supplies, actuators, or other structures in light of these teachings.

Those skilled in the art will recognize that it is common within the art to implement devices and/or processes and/or systems, and thereafter use engineering and/or other practices to integrate such implemented devices and/or processes and/or systems into more comprehensive devices and/or processes and/or systems. That is, at least a portion of the devices and/or processes and/or systems described herein can be integrated into other devices and/or processes and/or systems via a reasonable amount of experimentation. Those having skill in the art will recognize that examples of such other devices and/or processes and/or systems might include—as appropriate to context and application—all or part of devices and/or processes and/or systems of (a) an air conveyance (e.g., an airplane, rocket, helicopter, etc.), (b) a ground conveyance (e.g., a car, truck, locomotive, tank, armored personnel carrier, etc.), (c) a building (e.g., a home, warehouse, office, etc.), (d) an appliance (e.g., a refrigerator, a washing machine, a dryer, etc.), (e) a communications system (e.g., a networked system, a telephone system, a Voice over IP system, etc.), (f) a business entity (e.g., an Internet Service Provider (ISP) entity such as Comcast Cable, Qwest, Southwestern Bell, etc.), or (g) a wired/wireless services entity (e.g., Sprint, Cingular, Nextel, etc.), etc.

In certain cases, use of a system or method may occur in a territory or location even if components are located outside the territory or location. For example, in a distributed computing context, use of a distributed computing system may occur in a territory or location even though parts of the system may be located outside of the territory or location (e.g., relay, server, processor, signal-bearing medium, transmitting computer, receiving computer, etc. located outside the territory or location).

A sale of a system or method may likewise occur in a territory even if components of the system or method are located and/or used outside the territory. Further, implementation of at least part of a system for performing a method in one territory does not preclude use of the system in another territory.

As used herein, the term “transport vehicle” encompasses devices for conveying persons or objects, including without limitation automobiles, trucks, motorcycles, buses, trains, and other land conveyances, boats, ferries, ships, submarines,

underwater vehicles, and other watergoing vessels, aircraft, spacecraft, and other airborne transports.

FIG. 1 is a schematic block diagram illustrating an exemplary multipassenger transport media device **100** that includes an interactive display **102**, processor **103**, controller **104**, security module **105**, fixed location coordinates in transport vehicle **106**, and memory module **110**. A vehicle passenger **125** is provided access by user interface **107** to the multipassenger transport media device **100** in accordance with various timetable guidelines and security limitations.

Power for the multipassenger transport media device **100** is provided by a replaceable and/or rechargeable battery module **120** that is associated with its respective transport media device. This enables the in-transit operation of the multipassenger transport media device **100** without having to draw power from the centralized electrical bus of the transport vehicle.

As shown in FIG. 1, exemplary security features may include a support attachment **115** at a specified vehicle situs location, which may help prevent unauthorized removal of the media device from its specified vehicle situs location as well as provide a mounting slot or hook or the like during periods of non-use by the passenger. In some instances the support attachment **115** may be configured to include an adjustable connector **116** such as a flex-cord **117** or the like at the on-board site to allow restrictive but user-friendly mobility (e.g., handheld, traytop, standup, sitdown, etc.) while in use.

In other instances the support attachment **115** may be configured to include a detachable connector **118** at the on-board site to facilitate greater mobility for the electronic media device while in use or during a servicing task (e.g., authorized on-board circulating passenger, recharging or replacing battery, replacement of defective device, etc.). A possible detachable connector may include a support arm **112** on the media device that engages an electronic latch **119** at the on-board site such that any removal of the electronic media device **100** generates a status signal or warning alarm.

In some embodiments, the electronic media device **100** may be fixedly mounted for better security on the support attachment **115**, and user interaction may nevertheless be accomplished by touch-screen or mouse or voice or gesture or the like without having to relocate the electronic media device from its support attachment **115**.

It will be understood that electronic media device **100** may be configured for wireless (e.g., see antennas **108** and **151**) and/or wired (e.g., see wired link **155**) communication channels in order to facilitate various functional operations or messages via a localized vehicle network **135**. In that regard, communication links are possible with other on-board persons (e.g., passenger **130** with their respective electronic media device **131**, transport staff **140** with their transceiver **141**) and/or with on-board or off-board transport vehicle communication node **150**. The vehicle communication node **150** may be adapted to provide control functions as well as a periodic downloading of selected content that include application programs and/or informational data correlated with individual on-board interactive electronic media devices (e.g., **100**, **131**) and/or designated in-transit passengers (e.g., **125**, **130**).

The schematic block diagram of FIG. 2 illustrates an embodiment for multipassenger transport vehicle **200** which includes various passenger interactive media devices **225** that are linked together via localized network **220**, as well as having a further communication channel with an on-board or off-board communication node **250**. On-board transport staff **230** may also be linked to the localized network **220**.

An electronic interactive media device **225a** may include processor **226**, memory **227**, security module **228**, and its individual battery unit **229**. This individual battery unit **229** provides an independent power source for electronic interactive media device **225a**, and therefore provides additional benefits by eliminating the need for electronic interactive media devices **225**, **225a** to draw power from the vehicle electrical system **210** during travel from an embarkation point to a destination point. As indicated in FIG. 2, the vehicle electrical system may typically include centralized electrical circuits including miscellaneous bus **212** for conventional vehicle electrical components (not shown) and electronic instrument bus **211** for critical vehicle instrumentation such as navigational and diagnostic electrical components **206** located in a vehicle driver space **205**.

The on-board or off-board communication node **250** may include processor **251**, storage unit **252**, controller **253** to facilitate management and control regarding customized content and operation functionality for individual interactive electronic media devices **225**, **225a**. In that regard, various lookup data tables or other database-type records applicable to a specific on-board site and/or to a designated passenger must be promptly updated and maintained based on data inputs that are provided directly from individual passengers and/or from transport staff and/or from communication nodes configured with circuitry or programmed algorithms. The illustrated examples shown in FIG. 2 include an active/dormant mode schedule **254**, one or more operation capability requirements **256**, assigned content per situs identifier **257**, assigned content per passenger ID code **258**, and battery power status table **260**.

Security matters which are monitored and controlled by security module **265** also require maintaining updated lookup data tables or database type records regarding a specific on-board site and/or to a designated passenger including, for example, security status table **270**, and device usage status table **275**. Also shown in the embodiment of FIG. 2 is a backup buffer module **280** configured to include a data retrieval protocol sufficient to transfer appropriate application programs and/or informational data to a different electronic media device via induction or wired link or wireless link, in response to a detected malfunction of the electronic media device **225**.

Even though specified locations are depicted for the various status tables **260**, **270**, **275** and for communication node **250** (see also FIG. 5), and also for storage unit **252**, controller **253**, security module **260**, and backup buffer module **280**, other locations are possible; various types of communication links may be provided to facilitate the efficient content management and control and servicing functions regarding interactive electronic media devices **225**, including but not limited to wireless, cable, satellite, Internet, public networks, private networks, and the like.

It will be further understood from the various embodiment features disclosed herein that certain exemplary data processing functions may be provided by a unitary communication unit, and other specified related processing functions may be carried out by separate computerized processing modules.

Referring to the exemplary matrix data table **300** illustrated in FIG. 3, various predetermined time periods may be allocated for device servicing (e.g., security monitoring, battery monitoring or recharging or replacement, content downloading, processing user inputs, etc.). For example, a schedule for a multipassenger air transport vehicle may include the following sequence of events and their time-related tasks to be performed.

During a pre-embarkation period during which a passenger purchases a travel ticket **305** and a passenger boarding pass is issued **310**, the following data inputs may be scheduled: certain content and operation capability are selected based on passenger request and/or passenger demographics **311**; and the pre-selected content (e.g., application programs and informational data) is transferred to storage module for passenger's assigned electronic media device **312**.

Thereafter, when user ID code for the electronic media device is entered **315**, the following responses may be scheduled: the electronic media device is activated but remains in dormant mode **316**, and a security protocol confirms proper situs location and user ID matchup for electronic media device **317**.

While the electronic media device is in dormant mode during pre-flight taxi and takeoff **320**, the following activities may be scheduled: passenger inputs request for additional content available from node **321**; and passenger inputs pre-pay authorization for food and beverage, and for any audio and/or video content charges **322**.

Thereafter while the electronic media device is in active mode during ascent to cruising altitude **325**, the following activities may be scheduled: additional content is downloaded from node to passenger's electronic media device **326**; text messaging with related on-board media devices via localized transit network; and access to stored content allowed **327**.

While the electronic media device is in active mode during cruising altitude **330**, the following activities may be scheduled: text messaging and voice messaging allowed via external satellite or tower transmission **331**; and text messaging and voice messaging allowed with on-board electronic media devices and staff via local network, and access to stored content allowed **333**.

While the electronic media device is in active mode during food and beverage service, the following activities may be allowed: further passenger input requests for additional content and for other pre-pay authorizations **332**; text messaging and voice messaging allowed with on-board electronic media devices and staff via local network, and access to stored content allowed **333**.

While the electronic media device is in dormant mode during staff messages and battery servicing **340**, the following responsive activities may be scheduled: battery status checked, battery recharged or replaced from portable cart, and content downloads made from on-board node **341**; text messaging allowed with staff, and access to stored content allowed **342**.

While the electronic media device is in active mode during descent and landing, the following activities may be scheduled: new content is downloaded regarding destination, flight transfers, and baggage **346**; and access to stored content is allowed **347**.

When the electronic media device is in dormant mode after passenger exit, the following responsive activities may be scheduled: customized content and informational data are purged from the storage module, and the battery status is checked **351**; and a detected low or bad battery is recharged or replaced at on-board or off-board location **352**.

Of course it will be understood that the illustrated chosen time periods for the various servicing or usage activities may be changed based on the circumstances, and the illustrated description of such servicing or usage activities may be changed or deleted in accordance with preferred priorities.

The schematic block diagram of FIG. 4 depicts further possible features to be implemented in a media system for multipassenger land or air or sea transport vehicles. For

example a multipassenger vehicle **400** may provide a local network terminal **425** that provides interconnective links with interactive electronic media devices **422**, **427**, **429** and with smart transceiver **431** for on-board staff **430** and with smart transceiver **436** for off-board staff **435**, and also with vehicle communication node **445** and with security detection module **446**. As further examples, electronic media device **422** may be correlated with a seat situs ID **421** that is occupied by passenger **420**; electronic media device **427** may be associated with passenger **426**; and electronic media device **429** may be associated with passenger **428**.

Some interactive electronic devices (e.g., **417** correlated with seat situs ID **416** that is associated with passenger **415**) may not be linked to the local network terminal **425**. Also some interactive electronic devices (e.g., **410** correlated with passenger ID code **411** that is associated with passenger **410**) may be configured for wireless communication with external cell tower **401** and satellite communication transmitter **402**. Another communication link may be implemented between on-board vehicle communication node **445** and satellite communication transmitter **402**, and further communication links may be implemented between on-board vehicle communication node **445** and various interactive electronic devices (e.g., **448** associated with passenger **447**).

Accordingly various control and management and message functions may be initiated and transmitted via on-board and off-board channels and components, and the specific embodiments illustrated herein are not intended to be limiting.

As further shown in FIG. 4, vehicle **400** may include a separate room location **405** in which some content and/or operational capability for electronic media devices **409** are at least partially collectively correlated with room situs ID **405a**, **405b**, **405c**, **405d**. In some instances, removal of an electronic media device **409** from room location **405** may result in a security warning or alarm in addition to causing consequential disablement of function and/or content for the removed device.

Other exemplary features for multipassenger vehicle **400** may provide an electronic media device **438** that is correlated with both an individual passenger identifier (ID) code **440** as well as correlated with a tour group ID **441**. In some instances such correlation may entitle the associated passenger (e.g., see circulating group passenger **437**) freedom to leave an assigned room or place or seat with their electronic media device for certain in-transit time periods. A related exemplary feature for vehicle **400** may provide an electronic media device **443** that is correlated only with an individual passenger ID code **444**, but which nevertheless may entitle the associated passenger (e.g., see circulating individual passenger **442**) to carry their electronic media device throughout different portions of vehicle **400** without violating any security guidelines.

The schematic block diagram of FIG. 5 illustrates additional possible features to be implemented in a media system for multipassenger transport vehicles. For example a multipassenger vehicle **450** may provide an individual passenger situs area **451** for passengers **454** as well as provide a group member situs area **471** (e.g., passengers **474** traveling as part of the same tour group), wherein each different situs area will at least partially determine the content and/or operation capabilities of their assigned electronic media devices (e.g., group media devices **472**, **473**, **479**, individual media devices **452**, **453**).

In some instances management and/or control and/or servicing functions regarding an individual electronic media device **453** may be accomplished by wireless connection with

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a local vehicle network terminal **491** for on-board or off-board service cart **490** that can traverse across an entry/exit portal **476** for the multipassenger transit vehicle **450**. The service cart **490** may also include battery recharger **492** and a replacement battery supply **493**.

The exemplary service cart **490** may also include a portable communication node **495** that may provide content management and control functions via wireless link to an electronic media device **452** in the individual passenger situs area **451**. The local network terminal **491** on the service cart **490** may also be connected via wireless link to a smart transceiver **494** accessible to on-board staff **458** and to vehicle driver **459** for bidirectional messaging communications.

It will be understood that an exemplary electronic media device **460**, for use in either an individual passenger situs area **450** or a group members situs area **471**, may include storage **462**, battery module **463**, interactive display **467**, a user interface (e.g., keyboard **468**), security module **464** for its respective device, and a restrictive site attachment **466** that includes a fixed or flexible connector **465** to prevent unauthorized removal of the electronic media device **460** from its assigned on-site location. An antenna **469** may provide a wireless communication link to a satellite communication transmitter **470** and also to an on-board communication node **455**. The on-board communication node may include a controller module **456** and user interface **457** for on-board staff **458**.

Some system embodiments may further include an off-board portal communication node **475** having a wireless communication link to on-board electronic media devices (e.g. **473**). A user interface **478** provides access to the portal communication node **475** by off-board staff **477** for monitoring a security detection unit **480** (e.g., detect unauthorized device removal from vehicle **450**). The security detection unit **480** may be configured to implement a security lockout scheme that causes the electronic media device to discontinue some or all operational functions based on detection of its unauthorized removal from the specified on-board site. The portal communication node **475** may also be configured for battery servicing (e.g., battery recharger **482**, replacement battery supply **483**) regarding electronic media devices that are awaiting installation on vehicle **450**.

It will be understood that the exemplary system embodiments disclosed herein facilitate managing content accessibility and/or operational capability for an on-board electronic media device based on predetermined selections and qualifications as well as based on real-time supervisory or passenger selections. System components may include proximity determination components for acquiring estimated fixed location parameters for a media device or an identified approved passenger, as well as for monitoring changing location parameters (e.g., authorized circulating passenger, unauthorized removal of an electronic media device from an assigned on-board location).

Those skilled in the art will recognize that at least a portion of the devices and/or processes described herein can be integrated into a data processing system. Those having skill in the art will recognize that a data processing system generally includes one or more of a system unit housing, a video display device, memory such as volatile or non-volatile memory, processors such as microprocessors or digital signal processors, computational entities such as operating systems, drivers, graphical user interfaces, and applications programs, one or more interaction devices (e.g., a touch pad, a touch screen, an antenna, etc.), and/or control systems including feedback loops and control motors (e.g., feedback for sensing position and/or velocity; control motors for moving and/or adjusting components and/or quantities). A data processing system

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may be implemented utilizing suitable commercially available components, such as those typically found in data computing/communication and/or network computing/communication systems.

Referring to the high level flow chart of FIG. 6, an exemplary process embodiment **500** provides a method for selective media content available to on-board passengers in a multipassenger transport vehicle (block **501**), wherein possible method features include displaying selected alphanumeric content and/or visual content in an interactive electronic media device that is accessible based on an assigned place or space occupied by an approved passenger in the multipassenger transport vehicle (block **502**); providing a separate storage component respectively coupled to the interactive electronic media device (block **503**); and enabling a communication node to install or update or replace or delete content including certain application programs and/or informational data in the separate storage component during a dormant operational mode or during an active operational mode (block **504**). Additional possible features may include establishing a situs identifier for the assigned place or space in the transport vehicle, wherein the situs identifier determines a category or type of the selected content correlated with the interactive electronic media device accessible to the approved passenger (block **506**).

A further possible aspect may include operatively connecting an individual battery module with the electronic media device to supply independent electrical power while the multipassenger transport vehicle is in transit (block **507**). Other related possible aspects include incorporating the individual battery module as an integral part of each interactive electronic media device (block **511**), and recharging or replacing the individual battery module while the interactive electronic media device is in the dormant operational mode (block **512**).

Other exemplary components may include operatively connecting the communication node to the separate storage component in a manner to periodically implement the installation or update or replacement or deletion of the certain application programs and/or informational data during the dormant or active operational mode (block **513**). Further related components may include periodically receiving new or updated or replacement application programs and/or informational data from a wired or wireless communication node located on the multipassenger transport vehicle (block **514**). Another related component may include periodically receiving new or updated or replacement application programs and/or informational data from a portable communication node located on-board the multipassenger transport vehicle (block **516**).

Some embodiments may include activating a security lockout scheme causing the electronic media device to discontinue some or all operational functions based on detection of its unauthorized removal from the assigned place or space in the multipassenger transport vehicle (block **518**).

The process embodiment features **520** illustrated in the detailed flow chart of FIG. 7 may include previously described features **502**, **503**, **504**, **506** along with determining the aforesaid content at least partially based on the situs identifier that is correlated with a specified seat or with closely proximate seats in the multipassenger transport vehicle (block **521**). A related aspect may include determining the aforesaid content at least partially based on the situs identifier associated with a particular passenger or group of passengers assigned to a specified on-board site in the multipassenger transport vehicle (block **522**). A further related aspect may include determining the aforesaid selected content at least partially based on the situs identifier associated

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with one or more designated interactive electronic media devices located at a specified on-board site (block 524).

In some instances, an embodiment may include incorporating the situs identifier on a passenger identity card or a passenger payment card or an encoded device access card to establish a detectable correlation with the specified on-board site (block 523). Another possibility may include incorporating the situs identifier on the designated interactive electronic media device to establish a detectable correlation with the one or more specified on-board sites (block 526). An additional exemplary aspect may include correlating one or more of the following device metrics with a particular specified on-board site: available usage time period(s), usage duration, free default content, content cost rate, operation capability expense, device mobility fee (block 528).

Referring to the various embodiment features 530 illustrated in FIG. 8, an exemplary process implementation may include previously described operations 502, 503, 504, 506 in combination with various aspects relating to the situs identifier. For example, a possible aspect may include incorporating the situs identifier as part of a device logon protocol to establish a detectable correlation with a specified on-board site (block 531). Another possible aspect may include associating the situs identifier with a transport ticket reservation or transport ticket purchase or transport boarding pass to provide detectable correlation with a specified on-board site (block 532). A further aspect may include establishing the situs identifier that includes a specified personal identification number (PIN) associated with a particular passenger or group of passengers to provide a detectable correlation with a specified on-board site (block 533).

Additional exemplary content management and/or control features illustrated in FIG. 8 include implementing a selection or modification or cancellation of the situs identifier in response to an authorization signal from one of the following types of communication node: on-board, off-board, portable, fixed location, wired, wireless (block 536). A further possible process feature includes implementing the selection or modification or cancellation of the situs identifier in response to an authorized request made by an on-board passenger via a user interface of the electronic media device (block 538). Another possible aspect includes implementing a removal or deletion of user-created or passenger-related information from the electronic media device in response to an authorized request made by an on-board passenger via a user interface of the interactive electronic media device (block 539).

Various exemplary process embodiment features 540 disclosed in the flow chart of FIG. 9 include previously described components 502, 503, 504 in combination with operatively connecting the communication node to the separate storage component in a manner to periodically implement the installation or update or replacement or deletion of certain application programs and/or informational data during the dormant or active operational mode (block 541). As related examples, a process feature may include causing such periodic implementations to occur in response to a request initiated by a user prior to coming aboard the multipassenger transport vehicle (block 542), or may further include causing such periodic implementations to occur in response to a request initiated during the dormant operational mode by an on-board passenger via a user interface of the interactive electronic media device (block 543). Another possible related example may include causing such periodic implementations to occur in response to a request initiated during the active operational mode by an on-board passenger via a user interface of the interactive electronic media device (block 544).

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Additional process examples may include causing such periodic implementations to occur in response to confirmation of a cash or credit or debit payment made or authorized by an on-board passenger during the dormant operational mode (block 546) or during the active operational mode (block 547), via a user interface of the interactive electronic media device.

Referring to the detailed flow chart of FIG. 10, exemplary process features 550 may include previously described aspects 502, 503, 504, 506 along with providing a communication interface adaptor that is configured to receive new or updated or replacement application programs and/or informational data from a wired or wireless communication node located separate and apart from the multipassenger vehicle (block 551).

Another possible process feature includes providing a user interface accessible to the individual passenger or group of passengers, wherein the user interface is configured for implementing a selection or modification or cancellation of the media content associated with the situs identifier (block 553). A further aspect may include providing a user interface accessible to supervisory staff of the multipassenger transport vehicle, wherein the user interface is configured for implementing a selection or modification or cancellation of the aforesaid content associated with the situs identifier (block 554).

Further exemplary process features may include enabling a security lockout scheme configured to prevent an on-board passenger from selecting or modifying or cancelling the situs identifier correlated with the specified on-board site (block 556). An additional possible process feature includes enabling a security lockout scheme configured to prevent off-board usage of the interactive electronic media device in the active operational mode (block 557).

The detailed flow chart of FIG. 11 depicts various possible embodiment aspects 560 including previously described components 502, 503, 504, 506 in combination with various content management and/or control aspects including establishing the situs identifier to provide a correlation with a specified on-board site associated with one or more of the following types of passengers: first class, business class, economy, assigned seating, random seating, meal service, snack service only, beverage service only, overnight accommodation (block 561). Other possible media content management and/or control aspects may include establishing the situs identifier to provide a correlation with a specified on-board site associated with one or more of the following passenger itinerary characteristics: origination city, origination country, destination city, destination country, international travel, non-stop route, inter-connecting routes (block 562).

Additional process components may include performing a verification procedure regarding the situs identifier to determine an improper matchup of a category or type of application program and/or informational data correlated with the assigned passenger place or space in the multipassenger transport vehicle (block 566). A related aspect may include transmitting notice of such improper matchup to a network terminal accessible to staff personnel of the multipassenger transport vehicle (block 567). A further possible aspect includes implementing a disable procedure responsive to such improper matchup, wherein the disable procedure includes a capability to delete or corrupt or render illegible specified aspects of the application program and/or informational data which are maintained in the separate storage component or on the interactive electronic media device (block 568).

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FIG. 12 illustrates various exemplary embodiment features 570, including previously described aspects 502, 503, 504, 506 as well as performing a verification procedure to confirm a satisfactory matchup of a category or type of application program and/or informational data with the assigned passenger place or space in the multipassenger transport vehicle (block 571). A related aspect may further include transmitting notice of such satisfactory matchup to a network terminal accessible to staff personnel of the multipassenger vehicle (block 572). Yet another exemplary aspect includes activating the interactive electronic media device in response to receiving an authorization code associated with a satisfactory matchup of the situs identifier with a particular passenger or group of passengers associated with a specified on-board site (block 573).

A further possible embodiment feature may include implementing a data retrieval protocol sufficient to transfer appropriate application programs and/or informational data to a different interactive electronic media device via induction or wired link or wireless link, in response to a detected malfunction of a specified electronic media device (block 576). Other exemplary aspects may include providing a local communication link between the interactive electronic media device and a network terminal on the multipassenger transport vehicle for receiving stored or downloaded or pre-recorded or real-time information messages pursuant to programmed control or initiated by transport vehicle staff personnel (block 577).

Referring to the detailed flow chart of FIG. 13, some exemplary embodiment features 580 include previously described process components 502, 503, 504, 506, 507 in combination with facilitating passenger interaction with the interactive electronic media device via a user interface that includes one or more of the following type of interaction techniques: touch screen, mouse device, keyboard, scroll control, pointer bar, audio input, voice command, video input, webcam gesture detection, webcam expression recognition (block 581). Additional process components may include providing passenger access to an interactive display component that includes one or more of the following types of display techniques: electronic paper, low-power display, no-power image retention, light emitting diode (LED), conditional backlighting, active emission, liquid crystal display, projector (block 582).

In some instances a further process component may include providing a local communication link to enable bidirectional transmission of messages during the active operational mode with one or more other related electronic media devices correlated with their respective assigned place or space (block 583).

The exemplary process embodiment features 590 shown in FIG. 14 include previously described operations 502, 503, 504, 506 as well as an operation that includes providing access to informational data regarding free or extra cost audio and/or video content available in transit at one or more specified on-board sites (block 591). For example, the content may include optional magazine or book or news or entertainment content correlated with the situs identifier, wherein such optional content is made available via the interactive electronic media device to a particular approved passenger or group of passengers associated with the assigned place or space in the multipassenger transport vehicle (block 592).

As a further example, the content may include an optional domestic or foreign language content choice which is correlated with the situs identifier, wherein such optional content choice is made available in transit to a particular approved passenger or group of passengers associated with the assigned place or space in the multipassenger transport

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vehicle (block 593). As another example, the content may include an optional content choice for a game or educational material or an instructional course which is correlated with the situs identifier, wherein such optional content choice is made available in transit to a particular approved passenger or group of passengers associated with the assigned place or space in the multipassenger transport vehicle (block 594).

Additional exemplary process operations may include scanning credit authorization or receiving payment confirmation associated with a particular approved passenger or group of passengers, wherein such authorization or confirmation enables one or more of the following: activation of the interactive electronic media device, travel reservation, overnight accommodation, in transit food or beverage, optional audio and/or video content (block 596).

Referring to the detailed flow chart of FIG. 15, various illustrated embodiment features 600 include previously described process aspects 502, 503, 504, 506, 507 in combination with providing passenger access via the interactive electronic media device to informational and/or advertising and/or entertainment content associated with one or more of the following type of demographic characteristics of the individual passenger or group of passengers: age, gender, ethnicity, religion, culture, nationality (block 602). Additional aspects may include providing passenger access via the electronic media device to passenger-related data including one or more of the following type or category: car rental, hotel rental, arrival instructions, map destination directions, destination weather, baggage status, travel status of related group members, pre-school content, school-age content (block 601).

A further exemplary feature may include providing passenger access via the interactive electronic media device to content which is selected in accordance with a regulation or requirement or rule applicable to the geographic travel location of the multipassenger transport vehicle (block 603). Other possible features may include providing passenger access via the electronic media device to informational data regarding seat-dependent safety and/or evacuation procedures and/or rest room facilities correlated with the situs identifier associated with the assigned place or space in the multipassenger transport vehicle (block 604).

Various possible process features 610 depicted in FIG. 16 include previously described process operations 502, 503, 504, 506, 507 as well as selecting and/or monitoring and/or limiting content available to the interactive electronic media device associated with the assigned place or space in the multipassenger transport vehicle (block 611). Further possible enhancements include selecting and/or monitoring and/or limiting content available to the interactive electronic media device associated with one or more of the following types of assigned place or space in the multipassenger transport vehicle: seat, room, dining area, lounge, game room, bedroom, library, café, bar, aisle, observation deck, theater (block 612).

Other illustrated embodiment features include providing passenger access to a data table indicative of one or more categories or types of content or program applications available for correlation with the situs identifier (block 607). Another process feature may include providing passenger access to a data table indicative of one or more functional operation capabilities of the interactive electronic media device available for correlation with the situs identifier (block 608).

In some instances a process feature may include implementing modification or cancellation of certain content or application program or functional operation capability in

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response to completion of the approved passenger's in transit travel (block 613). Further aspects may include providing a passenger-activated control module for selecting and/or monitoring and/or limiting content available to the interactive electronic media device associated with the assigned place or space for another related individual passenger or group of passengers (block 614).

The exemplary flow chart of FIG. 17 depicts various possible embodiment features 615 including previously described operational components 502, 503, 504, 506 along with providing a functional operation capability to be available in each electronic media device based on a correlation with the situs identifier for the assigned place or space in the transport vehicle (block 616). A related example of a process aspect includes making one or more of the following functional operation capabilities available based on a correlation with the situs identifier: removable memory, text messaging, local intercom, Internet link, external phone link, printer, camera, logon protection, security component (block 617).

Additional process aspects may include activating a security lockout scheme causing the interactive electronic media device to discontinue some or all operational functions based on detection of its unauthorized removal from the assigned place or space in the multipassenger transport vehicle (block 614). Some embodiments may include sending a transmission via a GPS security component incorporated with the interactive electronic media device to indicate its geographic location based on detection of unauthorized removal from the multipassenger transport vehicle (block 618). Further possible process enhancements include implementing a removal or deletion of user-created or passenger-related information from the interactive electronic media device upon arrival of the multipassenger transport vehicle at the individual passenger's final destination, or upon termination of the individual passenger's approved access to the interactive electronic media device (block 619).

FIG. 18 is a diagrammatic flow chart exemplified in an article of manufacture embodiment wherein computer readable media have encoded instructions for executing a method for facilitating management and control of selective media content to be available in a multipassenger transport vehicle (block 621). A possible exemplary method may include providing selected alphanumeric and/or visual content to an interactive display component of an electronic media device that is accessible to an approved in transit passenger located at an assigned place or space (block 622); maintaining such selected content in a separate storage component respectively coupled to the electronic media device (block 623); and enabling a communication node to install or replace or delete content including certain application programs and/or informational data in the separate storage component during a dormant operational mode or during an active operational mode (block 624).

Other possible programmed method operations may include confirming a situs identifier for the assigned place or space in the transport vehicle, wherein the situs identifier determines a category or type of the aforesaid content correlated with the electronic media device accessible to the approved passenger (block 626); and drawing energy for the electronic media device from an individual battery module that supplies independent electrical power while the multipassenger transport vehicle is in transit (block 627). A related programmed aspect may include recharging the individual battery module while the electronic media device is in the dormant operational mode (block 628).

Additional examples of illustrated programmed operations include enabling reception and/or storage of the certain appli-

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cation programs or informational data periodically transferred from the communication node during the dormant or active operational mode (block 631), and transferring the certain application programs and/or informational data from a portable communication node located on-board the multipassenger transport vehicle (block 629). In some instances a further programmed aspect may include processing credit authorization or payment confirmation associated with a particular approved passenger or group of passengers, wherein such authorization or confirmation enables one or more of the following: activation of the electronic media device, travel reservation, overnight accommodation, in transit food or beverage, optional audio and/or video content (block 632).

Additional process features disclosed herein may include transferring or making accessible the certain application programs and/or informational data from a wired or wireless communication node located on the multipassenger transport vehicle. Related process aspects may further include transferring or making accessible the certain application programs and/or informational data from a portable communication node located on-board the multipassenger transport vehicle. Another related process operation may include transferring or making accessible the certain application programs and/or informational data from a wired or wireless communication node located separate and apart from the multipassenger vehicle.

It will be understood that numerous other individual method operations depicted in the flow charts of FIGS. 6-17 can be incorporated as encoded instructions in computer readable media in order to obtain enhanced benefits and advantages.

The schematic block diagram of FIG. 19 depicts various aspects of an exemplary embodiment for an on-board electronic media device 640 that includes a controller 641, independent power supply module 642, processor 643, display screen 644, storage media 645, and security component 650. The storage media may include an individual situs identifier 648 as well as in some instances a group situs identifier 649 which are correlated with one or more specified on-board sites (e.g., space, seat, location, etc.) that will help determine a type or category of content to be available in transit to the electronic media device installed for use at the specified on-board site. Such content may include various specified site informational data 646 (e.g., customized for individual situs identifier 648, customized for group situs identifier 649) and/or specified site application programs 647 (e.g., customized for individual situs identifier 648, customized for group situs identifier 649) which are periodically transmitted from one or more external communication nodes 675, 676, 677, 678 to the appropriate secure storage media 645 respectively associated with the particular electronic media device 640.

The individual situs identifier 648 and the group situs identifier 649 may also determine various operation capabilities that will be available for usage on the on-board electronic media device 640. Some of these operation capabilities may be determined by passenger request or in some instances by a passenger payment status.

It will be understood that the security component 650 is adapted to provide protection against unauthorized on-board or off-board activity regarding the electronic media device 640 (e.g., limiting access and usage of the stored content in accordance with predetermined guidelines). In that regard the security component 650 of the on-board electronic media device may be linked to scanner 665 for verification of a matching authorization indicia 662 incorporated on a ticket document 664 of the approved passenger Lois 660. Based on confirmation of such verification, the on-board electronic

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media device **640** may be activated for usage of approved device capabilities **651** and to allow interactive engagement through user interface **661** by approved passenger Lois with the stored content (e.g., **646**, **647**) maintained in the storage media **645**.

Depending on the circumstances, various management and/or control functions for an external communication node may be accomplished with an on-board wireless communication node **675** via a local transport network **680** linked with a communication interface **670** of the on-board electronic media device **640**. Various other types of possible communication nodes may be provided, including for example an on-board wired node **676**, an on-board portable node **677**, and an off-board wireless node **678**.

A further possible system feature may enable multiple on-board electronic media devices **640**, **640a**, **640b** which are related (e.g., have the same group situs identifier code **648**) to be inter-connected through their respective communication interfaces **670**, **670a**, **670b** via the local transport network **680**. The local network interconnection may enable in-transit bidirectional message exchanges, as well as in some instances further enabling a supervisory passenger (e.g., Lois **660**) to limit or otherwise control content (e.g., see down-load content filters **671**, **672**) available at other related on-board electronic devices **675a**, **675b**. It will be understood that such content filters **671**, **672** and other management and/or control functions may also be managed by transit vehicle staff via the local transport network **680**.

In some circumstances it may be desirable to have a dedicated local transport vehicle network **680** (e.g., wired) to provide a connective link between related electronic media devices. Another possible embodiment feature may provide a dedicated link between a communication node and certain electronic devices. In some instances an implementation may enable on-board electronic devices to periodically have access to a centralized transport network as well as to the Internet and other off-board networks.

The flow chart of FIG. **20** illustrates various embodiment features **700** that may be incorporated in a method for selective media content in a multipassenger transport vehicle (block **701**), including displaying alphanumeric content and/or visual content on an interactive electronic media device that is accessible in transit to an approved passenger (block **702**); and providing a separate storage component respectively coupled to the interactive electronic media device (block **703**), wherein the separate storage component is configured to maintain selective content including certain application programs and/or informational data correlated with a passenger identifier code (block **704**). Further illustrated process examples include enabling an on-board or off-board communication node to install or update or replace or delete selective content maintained in the separate storage component (block **706**), and supplying power to the interactive electronic media device from an independent battery module respectively associated with the interactive electronic media device block (**707**).

Some exemplary embodiment features relating to media device management and/or servicing may include recharging or replacing the independent battery module while the interactive electronic media device is in a dormant operational mode and located on-board or off-board the multipassenger transport vehicle (block **708**). Other possible content management aspects may include determining the aforesaid selective content at least partially based on individualized characteristics associated with the approved passenger (block **726**), as well as determining the aforesaid selective content at

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least partially based on common characteristics associated with a group of approved passengers in the multipassenger transport vehicle (block **727**).

Additional process features may include enabling via a local communication link a bidirectional transmission of messages during an active operational mode between two or more related electronic media devices correlated with their respective passenger identifier codes (block **728**). In some instances a further operation sequence may include responsive to credit authorization or payment confirmation entered via the interactive electronic media device by the approved passenger or approved group of passengers, enabling one or more of the following: activation of the interactive electronic media device, travel reservation, overnight accommodation, in transit food or beverage, optional audio and/or video content (block **729**).

Referring to various process features **710** depicted in FIG. **21**, an exemplary embodiment may include previously described process components **702**, **703**, **704**, **706** along with installing or updating or replacing or deleting the selective content in the separate storage component during a dormant operational mode of the interactive electronic media device (block **711**), and in some instances during an active operational mode of the interactive electronic media device (block **712**). Further aspects may include determining the media content at least partially based on the passenger identifier code associated with one or more designated electronic media devices located on the multipassenger transport vehicle (block **714**).

Additional possible variations relating to the passenger identifier code may include incorporating the passenger identifier code on a passenger identity card or a passenger payment card or an encoded device access card (block **713**). Another possible variation may include incorporating the passenger identifier code as part of a device logon protocol to determine the category or type of content accessible in transit to the approved passenger (block **716**). Some embodiment aspects may further include incorporating the passenger identifier code on a transport ticket reservation or transport ticket purchase or transport boarding pass (block **717**). A further possible aspect may include establishing the passenger identifier code that includes a specified personal identification number (PIN) associated with a particular approved passenger or group of passengers to determine the category or type of content accessible in transit (block **718**).

The flow chart of FIG. **22** shows some exemplary embodiment features **720** that include previously described process aspects **702**, **703**, **704**, **706**, **707** in combination with providing an interactive display component operatively connected to the storage component and configured to enable access to the aforesaid alphanumeric and/or visual content while the multipassenger transport vehicle is in transit (block **721**). Another process feature may include transferring from the communication node to the separate storage component certain application programs and/or informational data in response to a request initiated by a user prior to coming aboard the multipassenger transport vehicle (block **722**).

Additional illustrated aspects may further include transferring from the communication node to the separate storage component certain application programs and/or informational data in response to a request initiated during a dormant operational mode by an on-board passenger via a user interface of the interactive electronic media device (block **723**). In some instances such content management may include transferring from the communication node to the separate storage component certain application programs and/or informational data in response to a request initiated during the active

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operational mode by an on-board passenger via a user interface of the interactive electronic media device (block 724).

Referring to FIG. 23 which illustrates further possible embodiment features 730, examples of process aspects may include previously described features 702, 703, 704, 706, 707 as well as transferring from the communication node to the separate storage component certain application programs and/or informational data in response to confirmation of a cash or credit or debit payment made or authorized by an on-board passenger during a dormant or active operational mode via a user interface of the interactive electronic media device (block 731). Other possible media content aspects may include transferring to the separate storage component certain application programs and/or informational data from a wired or wireless communication node located on the multipassenger transport vehicle (block 732).

Additional possible media content aspects may include transferring to the separate storage component certain application programs and/or informational data from a portable communication node located on-board the multipassenger transport vehicle (block 733). Further process aspects may include transferring to the separate storage component certain application programs and/or informational data from a wired or wireless communication node located separate and apart from the multipassenger vehicle (block 734).

The detailed flow chart of FIG. 24 provides additional examples of process embodiment features 740, including previously described components 702, 703, 704, 706 in combination with implementing a selection or modification or cancellation of the passenger identifier code in response to an authorization signal from one of the following types of communication node: on-board, off-board, mobile, fixed location, wired, wireless (block 741). Another possible process feature includes implementing a selection or modification or cancellation of various media content in response to an authorization signal from one of the following types of communication node: on-board, off-board, mobile, fixed location, wired, wireless (block 742).

Further illustrated process examples include providing a user interface accessible to supervisory staff of the multipassenger transport vehicle, wherein the user interface is configured for implementing a selection or modification or cancellation of the media content associated with the passenger identifier code (block 743). Some illustrated process examples include establishing the passenger identifier code to provide the correlation respectively with one or more of the following types of passenger: first class, business class, economy, assigned seating, random seating, meal service, snack service only, beverage service only, overnight accommodation (block 746). Other illustrated process examples include establishing the passenger identifier code to provide the correlation respectively with one or more of the following type of passenger itinerary characteristics: origination city, origination country, destination city, destination country, international travel, non-stop route, inter-connecting routes (block 747).

The flow chart of FIG. 25 shows various possible process features 750 including previously described aspects 702, 703, 704, 706, 707 as well as verifying an improper matchup of a category or type of application program and/or informational data correlated with the passenger identifier code (block 751). Related aspects may include transmitting notice of such improper matchup to a network terminal accessible to staff personnel of the multipassenger transport vehicle (block 752). A further related aspect may include implementing a disable procedure responsive to such improper matchup, wherein the disable procedure is configured to delete or cor-

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rupt or render illegible specified aspects of the application program and/or informational data which are maintained in the separate storage component or on a display component of the interactive electronic media device (block 753).

Additional exemplary process features are illustrated in FIG. 25, including providing a user interface accessible to the approved passenger or group of passengers, wherein the user interface is configured for implementing a selection or modification or cancellation of the aforesaid content associated with the passenger identifier code (block 754). In some instances a possible process features includes enabling a security lockout scheme configured to prevent the approved passenger from modifying or cancelling the passenger identifier code (block 756). A related security feature may include enabling a security lockout scheme configured to prevent off-board usage of the interactive electronic media device by the approved passenger (block 757).

The exemplary process features 760 shown in the flow chart of FIG. 26 include previously described aspects 702, 703, 704, 706, 707 in combination with confirming a satisfactory matchup of a category or type of application program and/or informational data correlated with the passenger identifier code (block 761). Related possible process features include transmitting notice of such satisfactory matchup to a network terminal accessible to staff personnel of the multipassenger vehicle (block 762), and in some instances activating the interactive electronic media device in response to receiving an authorization code associated with a satisfactory matchup of the passenger identifier code adapted to activate the interactive electronic media device (block 763).

A further enhancement in some embodiments may include implementing a data retrieval protocol sufficient to transfer appropriate application programs and/or informational data to a different electronic media device via induction or wired link or wireless link, in response to a detected malfunction of a specified electronic media device (block 764).

Additional process aspects incorporated in some embodiments may also include facilitating passenger interaction with the interactive electronic media device via a user interface that includes one or more of the following type of interaction techniques: touch screen, mouse device, keyboard, scroll control, pointer bar, audio input, voice command, video input, webcam gesture detection, webcam expression recognition (block 766). Other possible process aspects include providing passenger access to an interactive display component that includes one of more of the following types of display techniques: electronic paper, low-power display, no-power image retention, light emitting diode (LED), conditional backlighting, active emission, liquid crystal display, projector (block 767).

The flow chart of FIG. 27 depicts various exemplary process features 770 that include previously described process components 702, 703, 704, 706 as well as enabling via a local communication link a periodic transfer of stored or downloaded or pre-recorded or real-time information messages to the interactive electronic media device pursuant to programmed control or initiated by transport vehicle staff personnel (block 771). Further process possibilities regarding media content may include providing passenger access to informational data regarding free or extra cost audio and/or video content available in transit, including optional magazine or book or news or entertainment content correlated with the passenger identifier code (block 772). Other process examples may include providing passenger access to informational data regarding free or extra cost audio and/or video

content available in transit that includes domestic or foreign language choices which are correlated with the passenger identifier code (block 773).

Additional illustrated process features include providing passenger access to informational data regarding free or extra cost audio and/or video content available in transit that includes optional choices for a game or educational material or an instructional course which are correlated with the passenger identifier code (block 774). Some embodiments may include providing access via the interactive electronic media device to passenger-related data including one or more of the following type or category: car rental, hotel rental, arrival instructions, map destination directions, destination weather, baggage status, travel status of related group members, preschool content, school-age content (block 776).

Referring to exemplary process features 780 shown in the flow chart of FIG. 28, a possible embodiment may include previously described aspects 702, 703, 704, 706 in combination with providing access via the interactive electronic media device to informational and/or advertising and/or entertainment content associated with one or more of the following type of demographic characteristics of the approved passenger or approved group of passengers: age, gender, ethnicity, religion, culture, nationality (block 781). Other process possibilities include providing access via the interactive electronic media device to content which is selected in accordance with a regulation or requirement or rule applicable to the geographic travel location of the multipassenger transport vehicle (block 782).

In some instances an embodiment may further include selecting and/or monitoring and/or limiting content available to the interactive electronic media device associated with the passenger identifier code (block 783). A related aspect may include selecting and/or monitoring and/or limiting content available to the interactive electronic media device associated with one or more of the following types of location in the multitransport passenger vehicle: seat, room, dining area, lounge, game room, bedroom, library, café, bar, aisle, observation deck, theater (block 784). Further related aspects may include maintaining a data table indicative of one or more categories or types of content or program application or operation functionality available for correlation with the passenger identifier code (block 786).

Referring to FIG. 29, various possible method aspects 790 are illustrated including previously described features 702, 703, 704, 706, 707 as well as selecting and/or monitoring and/or limiting content available to the interactive electronic media device associated with another related individual passenger or group of passengers (block 791). Further method aspects may be included, such as maintaining a record of informational data regarding seat-dependent safety and/or evacuation procedure and/or rest room facility correlated with the passenger identifier code (block 792).

Additional possibilities include providing a physical connector between the interactive electronic media device and the multipassenger transport vehicle, wherein the physical connector is adapted to keep the interactive electronic media device in close proximity to approved passenger (block 793). In some instances it may be desirable to include providing an adjustable or detachable physical connector between the interactive electronic media device and the multipassenger transport vehicle, wherein the interactive electronic media device is adapted for authorized separation from the approved passenger (block 794).

Another exemplary process feature includes activating a security lockout scheme configured to cause the interactive electronic media device to discontinue some or all operational

functions based on detection of its unauthorized removal from an acceptable monitored location on the multipassenger transport vehicle (block 796).

The flow chart of FIG. 30 illustrates different exemplary process features 800 that include previously described process operations 702, 703, 704, 706 along with enabling a wired communication link between the interactive electronic media device and a local vehicle network (block 801). Another process feature may include enabling approved passenger access to the interactive electronic media device capable of wireless communication with an on-board or off-board communication node (block 802).

Additional illustrated aspects include enabling automated content management and/or vehicle staff-controlled content management by an on-board communication node regarding one or more electronic media devices on the multipassenger transport vehicle (block 803). A further possible aspect includes enabling content management by an off-board communication node regarding one or more electronic media devices during a dormant operational mode (block 804).

Some embodiments may include sending a transmission via a GPS security component to indicate a geographic location of the electronic media device based on detection of its unauthorized removal from the multipassenger transport vehicle (block 797). In some instances a further process aspect may include activating a disable module for deleting or corrupting or rendering non-functional or illegible certain aspects of the aforesaid content accessible in an interactive display component, or certain aspects of an application program or informational data maintained in the storage component, responsive to an event indicating that the electronic media device has been subjected to tampering or unauthorized usage or unauthorized access (block 798).

Referring to the flow chart of FIG. 31, possible embodiment aspects 805 may include previously described process components 702, 703, 704, 706, 707 in combination with enabling one or more operation functionalities of the interactive electronic media device, wherein the operation functionality is correlated with the passenger identifier code (block 808). A related process component may include providing one or more of the following types of operation functionality components: removable memory, text messaging, local intercom, Internet link, external phone link, printer, camera, logon protection, security component (block 809).

Further possible process features depicted in FIG. 31 may include providing one or more of the following device metrics correlated with the passenger identifier code: available usage time period(s), usage duration, free default content, content cost rate, operation capability expense, device mobility fee (block 796). Another example of a process aspect includes implementing modification or cancellation of certain content or application program or operation functionality in response to completion of the approved passenger's in transit travel (block 806). A further possible example includes implementing a removal or deletion of user-created or passenger-related information from the electronic media device upon arrival of the multipassenger transport vehicle at the individual passenger's final destination or upon termination of the individual passenger's approved access to the electronic media device (block 807).

FIG. 32 is a diagrammatic flow chart exemplified in an article of manufacture embodiment 810 wherein computer readable media have encoded instructions for executing a method for providing selective media content in a multipassenger transport vehicle (block 811). A possible exemplary programmed method may include displaying alphanumeric content and/or visual content on an interactive electronic

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media device that is accessible in transit to an approved passenger (block **812**); maintaining certain application programs and/or informational data in a separate storage component respectively coupled to the interactive electronic media device, wherein the certain application programs and/or informational data are correlated with a passenger identifier code (block **813**); and enabling an on-board or off-board communication node to install or update or replace or delete selective content in the separate storage component (block **814**). Other possible programmed method operations may include performing management and control functions regarding such application programs and/or informational data with energy supplied from an independent battery module respectively associated with the interactive electronic media device (block **816**).

Further exemplary programmed methods depicted in FIG. **32** include transferring from the communication node to the separate storage component the certain application programs and/or informational data in response to confirmation of a cash or credit or debit payment made or authorized by an on-board passenger during a dormant or active operational mode via a user interface of the interactive electronic media device (block **818**). In some instances a programmed method may include implementing a selection or modification or cancellation of the passenger identifier code in response to an authorization signal from one of the following types of communication node: on-board, off-board, portable, fixed location, wired, wireless (block **819**).

Additional illustrated examples of programmed method aspects include enabling passenger capability for selecting and/or monitoring and/or limiting content available to the interactive electronic media device associated with another related individual passenger or group of passengers (block **821**), as well as enabling active operation of the interactive electronic media device in the multipassenger transport vehicle, wherein the active operation requires a determination that a physical connector is adapted to keep the interactive electronic media device in close proximity to the approved passenger (block **822**).

It will be understood that numerous other individual method operations depicted in the flow charts of FIGS. **20-31** can be incorporated as encoded instructions in computer readable media in order to obtain enhanced benefits and advantages.

The schematic block diagram of FIG. **33** depicts various aspects of another exemplary embodiment for an on-board electronic media device **840** that includes a controller **841**, independent power supply module **842**, processor **843**, display screen **844**, storage media **845**, and security component **850**. The storage media may include an individual passenger identifier code **858** as well as in some instances a tour group passenger identifier code **859** which are correlated with one or more specified approved passengers that will help determine a type or category of content to be available in transit on their respective electronic media devices. Such content may include customized passenger informational data and application programs **846**, **852** (e.g., correlated with individual passenger ID code **858**) as well as Proma Tour informational data and application programs **848**, **854** (correlated with group passenger ID code **859**) which are periodically transmitted from one or more external communication nodes (e.g., see **875**, **876**, **877**, **878**) to the appropriate secure storage media **845** for a particular electronic media device.

The individual passenger identifier code **858** and the group situs identifier **859** may also determine various approved operation capabilities **851** that will be available for usage on the on-board electronic media device **840**. Some of these

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operation capabilities may be determined by passenger request or in some instances by a passenger payment status.

It will be understood that the security component **850** is adapted to provide protection against unauthorized on-board or off-board activity regarding the electronic media device **840** (e.g., limiting access and usage of the stored content in accordance with predetermined guidelines). In that regard the security component **850** of the on-board electronic media device **840** may be linked to scanner **865** for verification of a matching passenger authorization code **862** incorporated on a ticket document **864** of an approved passenger Leo **860**. Based on confirmation of such verification, the on-board electronic media device **840** may be activated for usage of approved device capabilities **851** and to allow interactive engagement through user interface **861** by approved passenger Leo with the stored data (e.g., **846**, **848**) and application programs (e.g., **852**, **854**) maintained in the storage media **845**.

Depending on the circumstances, various management and/or control functions may be facilitated by various types of external communication nodes. For example, some management and/or control functions may be accomplished with an on-board wireless communication node **875** via a local transport network **880** linked with a communication interface **870** of the on-board electronic media device **840**. As disclosed herein, various other types of possible communication nodes may be provided, including for example an on-board wired node **876**, an on-board portable node **877**, and an off-board wireless node **878**.

As disclosed herein an exemplary computerized system embodiment may include a communication node that is configured to download or provide access to the content or application program or operation functionality in response to a request initiated by a user prior to coming aboard the multipassenger transport vehicle. In some instances the communication nodes may be configured to download or provide access to the content or application program or operation functionality in response to a request initiated during a dormant or active operational mode by an on-board passenger via a user interface of the electronic media device.

Another possible system feature may include a communication node configured to download or provide access to the content or application program or operation functionality in response to confirmation of a cash or credit or debit payment made or authorized by an on-board passenger during a dormant or active operational mode via a user interface of the electronic media device.

A further possible system feature may enable multiple on-board electronic media devices **840**, **840a**, **840b** which are related (e.g., have the same tour group passenger identifier code **859**) to be inter-connected through their respective communication interfaces **870**, **870a**, **870b** via local transport network **880**. Such interconnection may enable in-transit bidirectional message exchanges, as well as in some instances further enabling a leadership passenger (e.g., Leo **860**) to limit or otherwise control content (e.g. see download content filters **871**, **872**) available at other related on-board electronic devices **875a**, **875b**. It will be understood that such content filters **871**, **872** and other management and/or control functions may in some embodiments be accomplished by transit vehicle staff **890** having access via transceiver **895** with the local transport network **880**.

In some circumstances it may be desirable to have a dedicated local transport vehicle network **880** (e.g., wired) to provide a connective link between related electronic media devices. Another possible embodiment feature may provide a dedicated link between a communication node and certain

electronic devices. In some instances an implementation may enable on-board electronic devices to periodically have access to a centralized transport network as well as to the Internet and other off-board networks.

As disclosed herein, an exemplary computerized electronic media system embodiment for a multipassenger transport vehicle includes an electronic media device independently powered by its respective battery module and configured for displaying alphanumeric content and/or visual content that is accessible in transit to an approved passenger; a storage component coupled to the electronic media; and a passenger identifier code correlated with individualized characteristics associated with the approved passenger, wherein the passenger identifier code determines a category or type of content or application program or operation functionality that is accessible in transit to the approved passenger. Related system aspects include a communication node configured to install or update or replace or delete such content or application program or operation functionality that is accessible in transit to the approved passenger.

Additional system embodiments may further include a controller module operatively connected to the electronic media device, wherein the control module is configured to provide a dormant operational mode during a first time period and an active operational mode during a second time period. The controller module may be configured to correlate one or more of the following device metrics with the passenger identifier code: available usage time period(s), usage duration, free default content, content cost rate, operation capability expense, device mobility fee.

A system embodiment may also include one or more of the following operation functionality components: removable memory, text messaging, local intercom, Internet link, external phone link, printer, camera, logon protection, security module. A further system component may include an individual battery module operatively connected with its respective electronic media device in a manner to supply independent electrical power when the multipassenger transport vehicle is in transit.

Additional system features may include a passenger identifier code is incorporated as part of a device logon protocol to determine the content or application program or operation functionality accessible in transit to the approved passenger. Related system aspects may provide a passenger identifier code incorporated on a transport ticket reservation or transport ticket purchase or transport boarding pass. Further system features may include a passenger identifier code having a specified personal identification number (PIN) associated with a particular approved passenger or group of passengers to determine the content or application program or operation functionality accessible in transit.

As further disclosed herein, a system embodiment may include an interactive display component operatively connected to the storage component and configured to enable access to the alphanumeric and/or visual content while the multipassenger transport vehicle is in transit. A further system feature may include a communication node configured to provide the content or application program or operation functionality in response to a request initiated by a user prior to or after coming aboard the multipassenger transport vehicle.

Additional system components may include a controller configured to implement a selection or modification or cancellation of the passenger identifier code or its related content in response to an authorization signal from one of the following types of communication node: on-board, off-board, portable, fixed location, wired, wireless. Another computerized

system feature may include a security lockout scheme to prevent the approved passenger from modifying or cancelling the passenger identifier code.

A further system embodiment feature may provide a verification module operably linked to the communication node to determine and/or transmit notice of either a satisfactory or an improper matchup of content or application program or operation functionality correlated with the passenger identifier code. The verification module may also be configured to transmit an authorization code adapted to activate the electronic media device.

The system embodiments disclosed herein also provide a user interface that may include one or more of the following type of interaction techniques: touch screen, mouse device, keyboard, scroll control, pointer bar, audio input, voice command, video input, webcam gesture detection, webcam expression recognition. A further system component may include an interactive display that includes one or more of the following types of display techniques: electronic paper, low-power display, no-power image retention, light emitting diode (LED), conditional backlighting, active emission, liquid crystal display, projector.

Additional system features may include a local communication link between the electronic media device and a network terminal on the multipassenger transport vehicle, for transmitting stored or downloaded or pre-recorded or real-time informational messages pursuant to programmed control or initiated by transport vehicle staff. The local communication link may also be configured to enable bidirectional transmission of messages during an active operational mode with one or more other related electronic media devices correlated with their respective passenger identifier codes.

The system components may further include an input device for scanning credit authorization or receiving payment confirmation associated with the approved passenger or approved group of passengers, wherein the payment confirmation enables one or more of the following: activation of the electronic media device, travel reservation, overnight accommodation, in transit food or beverage, optional audio and/or video content.

Further system security components may include a physical connector between the electronic media device and the multipassenger transport vehicle, wherein the physical connector is adapted to keep the electronic media device in close proximity to an assigned place or space associated with the approved passenger. The physical connector may be adapted to be adjustable or detachable depending on the applicable security guidelines. In that regard the system may further include a proximity sensor incorporated on the electronic media device and configured to provide a limitation for such authorized mobile use based on an acceptable monitored location of the electronic media device on the multipassenger transport vehicle.

A further security system component may include a GPS unit configured to send a transmission indicating a geographic location of the electronic media device based on detection of its unauthorized removal from the multipassenger transport vehicle. Another system security aspect may include a controller configured to implement a removal or deletion of user-created or passenger-related information from the electronic media device upon arrival of the multipassenger transport vehicle at the individual passenger's final destination or upon termination of the individual passenger's approved access to the electronic media device. The controller may also be configured to implement modification or cancellation of certain content or application program or

operation functionality in response to completion of the approved passenger's in transit travel.

Referring to the schematic block diagram of FIG. 34, various aspects of an exemplary media device protection scheme may be incorporated in a media device security module **900** having passenger-related data records **910**, user interface **920**, scanner **921**, and a security protocol program **905**. Access may be provided to a user **902** via user interface **920**, as well as via the scanner **921** that may enable confirming a situs identifier and/or passenger ID code on a passenger travel ticket **922**. In some embodiments the media device security module **900** may be operatively coupled with or incorporated as part of electronic media device **945** that is approved for use by circulating passenger **960**. The data records **910** may include password **911**, passenger name **912**, passenger ID code **913**, flight number **914**, and device identifier **915**.

The exemplary security protocol program **905** may be implemented in circuitry and/or computer-readable media to provide protection against unauthorized activities pursuant to security guidelines **906** as well as helping prevent removal of the electronic media device **945** from one or more of its designated on-site locations in a multipassenger transport vehicle. A GPS device locator **924** incorporated with the electronic media device **945** can provide geographic coordinates indicating a present device location, and a timer may help monitor appropriate timetable restrictions (see FIGS. 3, 47-48).

In some instances it may be desirable to provide a radio frequency identification (RFID) reader **955** to monitor a current circulating location of passenger **960** as indicated for example by an on-person RFID tag **959**. It will be understood that some security embodiments may include a media security module **900** that is centrally located and/or separated from one or more associated passengers (e.g., seated passenger **970**) and/or one or more electronic media devices (e.g. **965**). Accordingly additional passenger/device data records **910a**, **910b** etc. may be provided to be accessible to the media device security module **900**. Similarly such a central or separately located media device security module **900** may be configured in a manner for enabling additional passenger travel tickets (e.g., **922a**) to be processed by scanner **921** during pre-boarding as well as during an onboard travel period.

The power status of a remotely located device battery **966** may be monitored by the media device security module **900**. Also a monitored location of a remotely seated passenger **970** subject to a somewhat fixed position for usage of their assigned electronic media device **965** may be detected by RFID reader **955** based on a response signal from on-person RFID tag **969**. Of course other location detection techniques for a designated passenger and/or for an assigned electronic media device may be provided (e.g., GPS passenger locator **950**) in order to assure compliance with applicable provisions of the security guidelines **906**. It will be understood that the illustrated location detection components are provided by way of example and are not intended to be limiting.

Various types of alarm outputs may be generated in accordance with security guidelines **906**, including usage alarm **925** (e.g., payment declined), user ID alarm **926** (e.g., improper user matchup), device location alarm **927** (e.g., unauthorized device location), content alarm **928** (e.g., content rejected), and battery service alarm **929** (battery low or dead) which may be linked to an alarm signal transceiver **930** for appropriate distribution.

A further possible alarm output may be generated by disable module **932** which is configured for deleting or corrupting or rendering non-functional or illegible certain aspects of

content accessible in an interactive display component, or certain aspects of the application programs or informational data maintained in the storage component, responsive to an event indicating that the electronic media device has been subjected to tampering or unauthorized usage or unauthorized access.

Another possible security component may include a verification module **933** which is configured to determine a satisfactory or improper matchup of a category or type of informational content that is correlated with an assigned passenger place or space in the multipassenger transport vehicle, or that is correlated with a designated passenger ID code.

Bidirectional data and message transmission may be enabled via wired or wireless link **934** between alarm signal transceiver **930** and a communication node console **935** that includes a monitor display **936** and user interface **937** accessible to transport staff **940**. Also in some instances transport staff may prefer a more direct communication link **939** between their smart phone **941** and alarm signal transceiver **930**. It will be understood that communication signals received from alarm signal transceiver **930** may be processed by circuitry and/or program algorithms without need for direct involvement by transport staff, depending on the circumstances.

As disclosed herein, an exemplary computerized electronic media system embodiment for a multipassenger transport vehicle includes an electronic media device independently powered by its respective battery module and configured for displaying alphanumeric content and/or visual content that is accessible in transit to an approved passenger; and a storage component coupled to the electronic media and configured to maintain in memory certain application programs and/or informational data. Further security components may include an external communication node having a controller module adapted to determine various categories or type of content that are transferred to the storage component for access by the approved passenger, wherein such categories or type of content are correlated with a passenger identifier code and/or a situs identifier associated with the electronic media device. Further system features may include a security component associated with each electronic media device to provide protection against unauthorized on-board or off-board activity regarding the electronic media device or regarding the storage component.

Other system features may include a controller configured to implement a selection or monitoring or modification or cancellation of the aforesaid content in response to an authorization signal from one of the following types of external communication node: on-board, off-board, portable, fixed location, wired, wireless. Additional system features may include a security lockout scheme configured to cause the electronic media device to discontinue some or all operational functions based on detection of its unauthorized removal from a specified on-board site.

In a general sense, those skilled in the art will recognize that the various embodiments described herein can be implemented, individually and/or collectively, by various types of electro-mechanical systems having a wide range of electrical components such as hardware, software, firmware, and/or virtually any combination thereof; and a wide range of components that may impart mechanical force or motion such as rigid bodies, spring or torsional bodies, hydraulics, electro-magnetically actuated devices, and/or virtually any combination thereof. Consequently, as used herein "electro-mechanical system" includes, but is not limited to, electrical circuitry operably coupled with a transducer (e.g., an actuator, a motor, a piezoelectric crystal, a Micro Electro Mechanical System

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(MEMS), etc.), electrical circuitry having at least one discrete electrical circuit, electrical circuitry having at least one integrated circuit, electrical circuitry having at least one application specific integrated circuit, electrical circuitry forming a general purpose computing device configured by a computer program (e.g., a general purpose computer configured by a computer program which at least partially carries out processes and/or devices described herein, or a microprocessor configured by a computer program which at least partially carries out processes and/or devices described herein), electrical circuitry forming a memory device (e.g., forms of memory (e.g., random access, flash, read only, etc.)), electrical circuitry forming a communications device (e.g., a modem, communications switch, optical-electrical equipment, etc.), and/or any non-electrical analog thereto, such as optical or other analogs. Those skilled in the art will also appreciate that examples of electro-mechanical systems include but are not limited to a variety of consumer electronics systems, medical devices, as well as other systems such as motorized transport systems, factory automation systems, security systems, and/or communication/computing systems. Those skilled in the art will recognize that electro-mechanical as used herein is not necessarily limited to a system that has both electrical and mechanical actuation except as context may dictate otherwise.

The high level flow chart of FIG. 35 depicts various exemplary method features **1000** for media device management in a multipassenger transport vehicle (block **1001**), including providing an electronic media device situated for individual interactive usage in the multipassenger transport vehicle for displaying alphanumeric content and/or visual content that is accessible in transit to an approved vehicle passenger (block **1002**), wherein the electronic media device includes a communication interface having a wired or wireless link with an external communication node (block **1003**). Additional possible features include operatively connecting the communication interface to a storage component respectively associated with the electronic media device (block **1004**), wherein the communication interface facilitates installation or updating or replacement or deletion of certain application programs and/or informational data received from an external communication node (block **1006**); and implementing a security scheme to protect against unauthorized on-board or off-board activity regarding the electronic media device (block **1007**).

Other possible security enhancements include providing a physical connector between the electronic media device and an attachment fixture of the multipassenger transport vehicle, wherein the physical connector helps to prevent and/or detect removal of the electronic media from a specified on-board site in the multipassenger transport vehicle (block **1011**). A further exemplary method features may include providing a proximity sensor incorporated on the electronic media device, wherein the proximity sensor helps to control active operational usage based on an acceptable monitored location of the electronic media device on the multipassenger transport vehicle (block **1012**).

Some embodiment security aspects may include implementing a security lockout configured to cause the electronic media device to discontinue some or all operational functions based on detection of its unauthorized removal from an acceptable monitored location on the multipassenger transport vehicle (block **1013**). Additional security possibilities include incorporating an article surveillance tag with the electronic media device for detection or tracking of unauthorized removal from a specified on-board site of the electronic media

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device via an aisle or doorway or exit passageway of the multipassenger transport vehicle (block **1014**).

Referring to the illustrated process features **1020** shown in FIG. 36, an exemplary method may include previously described components **1002**, **1003**, **1006**, **10007** along with incorporating an identifier in the electronic media device to establish a correlation with one or more designated seat locations in the multipassenger transport vehicle (block **1021**). In some instances a method feature may include incorporating an identifier in the electronic media device to establish a correlation with one or more approved vehicle passengers (block **1022**). As a further example, an embodiment may include incorporating an identifier in the electronic media device to establish an ownership right in the electronic media device (block **1023**).

Additional security enhancements may include incorporating an RFID-type element with the electronic media device for detection or tracking of a location of the electronic media device relative to a specified on-board site that includes a passenger seat or a group of passenger seats in the multipassenger transport vehicle (block **1026**). Other security possibilities may include incorporating an RFID-type element with the electronic media device for detection or tracking of a location of the electronic media device relative to the approved vehicle passenger or an approved group of vehicle passengers (block **1027**).

Another possibility shown in FIG. 36 includes operatively connecting the communication interface via a wired or wireless link to the external communication node, in a manner to receive new or updated or replacement content based on a request initiated during an active or dormant operational mode by an on-board approved passenger (block **1028**).

Various additional process aspects **1030** are illustrated in FIG. 37, including previously described elements **1002**, **1003**, **1004**, **1006**, **1007** along with possible security features that include incorporating an RFID-type element with the electronic media device for detection or tracking of an on-board location of the electronic media device correlated with a category or type of content available to one or more approved vehicle passengers (block **1031**). Other exemplary embodiments may include preventing via a security component certain unauthorized usage of the electronic media device or unauthorized access to the storage component while the electronic media device is in a dormant operational mode (block **1032**), or in some instances while the electronic media device is in an active operational mode (block **1033**).

A further possible process aspect includes maintaining a startup protocol sufficient to transfer the certain application programs and/or informational data from the storage component to a different electronic media device via induction or wired link or wireless link or removable media drive, responsive to an event indicating a malfunction of the electronic media device (block **1036**).

The detailed flow chart of FIG. 38 shows additional exemplary aspects **1040** that include previously described elements **1002**, **1003**, **1004**, **1006**, **1007** in combination with transmitting an alarm output indicating tampering or unauthorized usage of the electronic media device or unauthorized access to the storage component (block **1041**). Related security aspects may include responsive to the alarm output, activating a disable module to delete or corrupt or render non-functional certain aspects of the electronic media device and/or storage component (block **1042**). Another example of a possible security aspect includes responsive to the alarm output, sending a real-time transmission to indicate a passenger ID or an on-board site associated with the electronic media

device that has been subjected to tampering or unauthorized usage or unauthorized access (block **1043**).

In some instances an exemplary embodiment may include activating a disable module for deleting or corrupting or rendering non-functional or illegible certain aspects of the aforesaid content displayed on the electronic media device, or aspects of the certain application programs or informational data maintained in the storage component, responsive to an event indicating that the electronic media device has been subjected to tampering or unauthorized usage or unauthorized access (block **1044**). Other examples may include enabling access to the storage component that includes one or more of the following types: internal memory, external memory, secondary storage media, removable storage media, distributed storage media (block **1046**).

Referring to the process examples **1050** shown in FIG. **39**, the illustrated features include previously described components **1002**, **1003**, **1006**, **1007** in combination with enabling one or more of the following type of interaction techniques for usage of the electronic media device: touch screen, mouse device, keyboard, scroll control, pointer bar, audio input, voice command, video input, webcam gesture detection, webcam expression recognition (block **1051**). Other illustrated aspects include operatively connecting the communication interface via a local communication link to a network terminal on the multipassenger transport vehicle, in a manner to receive stored or downloaded or pre-recorded or real-time informational messages pursuant to programmed control or initiated by transport vehicle staff (block **1052**).

Further process examples include operatively connecting the communication interface via a local communication link to a network terminal on the multipassenger transport vehicle, in a manner to enable bidirectional transmission of messages during an active operational mode with one or more other related electronic media devices correlated with another approved vehicle passenger or correlated with a specified on-board vehicle site (block **1053**). In some instances an embodiment may include operatively connecting the communication interface via a local communication link to a network terminal on the multipassenger transport vehicle, in a manner to enable bidirectional transmission of messages between the approved vehicle passenger and the transport vehicle staff (block **1054**).

Also depicted in FIG. **39** is another possibility that includes operatively connecting the communication interface via a wired or wireless communication link to the external communication node, in a manner to receive audio and/or video content from the external communication node during an active or dormant operational mode of the electronic media device (block **1056**).

The detailed flow chart of FIG. **40** illustrates various exemplary process aspects **1060** including previously described features **1002**, **1003**, **1006**, **1007** in combination with enabling one or more of the following type of display techniques for usage of the electronic media device: electronic paper, low-power display, no-power image retention, light emitting diode (LED), conditional backlighting, active emission, liquid crystal display, projector (block **1061**). Other process possibilities include scanning or receiving an authorization code associated with a specified on-board site to activate the electronic media device (block **1062**), or in some instances wherein such authorization code is associated with a particular approved passenger or group of passengers to activate the electronic media device (block **1063**).

Further process aspects may include scanning or receiving credit authorization or payment confirmation associated with a particular approved passenger or group of passengers to

activate the electronic media device (block **1064**). Further process examples include scanning or receiving credit authorization or payment confirmation regarding free or extra cost audio and/or video content available in transit from the external communication node (block **1066**). Additional possibilities may include implementing a selection or modification or cancellation of certain application programs and/or informational data in response to an authorization signal from one of the following types of external communication node: on-board, off-board, portable, fixed location, wired, wireless (block **1067**).

Referring to the detailed exemplary features **1070** depicted in FIG. **41**, an embodiment may include previously described aspects **1002**, **1003**, **1004**, **1006**, **1007** as well as additional aspects such as providing an independent power supply to the electronic media device when the multipassenger transport vehicle is in transit (block **1071**), and in some instances incorporating the independent power supply as an integral part of the electronic media device (block **1072**). Other related process examples include operatively connecting a battery module to the electronic media device (block **1073**), and enabling the battery module to be rechargeable or replaceable while the electronic media device is in a dormant operational mode (block **1074**).

The detailed flow chart of FIG. **42** illustrates various process features **1080** including previous described process components **1002**, **1003**, **1004**, **1006**, **1007** and other possibilities such as operatively connecting the communication interface via a wired or wireless link to an on-board or off-board external communication node capable of automated content management regarding one or more electronic media devices on the multipassenger transport vehicle (block **1081**). Another possible aspect includes operatively connecting the communication interface via a wired or wireless link to a fixed or portable on-board external communication node capable of content management initiated by vehicle transport staff regarding one or more electronic media devices on the multipassenger transport vehicle (block **1082**). Some implementations may further includes operatively connecting the communication interface via a wired or wireless link to an on-board or off-board external communication node capable of content management regarding one or more electronic media devices during a dormant or active operational mode of such electronic media device (block **1083**).

In some instances a process aspect may include implementing modification or cancellation of certain content or application program or operation functionality in response to completion of the approved passenger's in transit travel (block **1084**).

Referring to the flow chart of FIG. **43**, various exemplary process components **1400** are illustrated including previously described aspects **1002**, **1003**, **1006**, **1007** as well as selecting and/or monitoring and/or limiting content available to the electronic media device associated with an assigned place or space in the multipassenger transport vehicle (block **1402**). Other possible related aspects include selecting and/or monitoring and/or limiting content available to the electronic media device associated with one or more of the following types of assigned place or space in the multipassenger transport vehicle: seat, room, dining area, lounge, game room, bedroom, library, café, bar, aisle, observation deck, theater (block **1403**).

Additional exemplary process features include correlating one or more of the following device metrics with a situs identifier or passenger identifier code: available usage time period(s), usage duration, free default content, content cost rate, operation capability expense, device mobility fee

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(1406). A further possible process feature includes sending a transmission via a GPS security component incorporated with the electronic media device to indicate its geographic location responsive to detection of its unauthorized removal from the multipassenger transport vehicle (block 1404).

Other process embodiment features depicted in FIG. 43 include providing an operation functionality to be available in each electronic media device based on a correlation with a passenger identifier code or a specified on-board site (block 1408). Related exemplary process features include making one or more of the following operation functionality components available based on a correlation with a situs identifier or passenger identifier code: removable memory, text messaging, local intercom, Internet link, external phone link, printer, camera, logon protection, security module (block 1409).

The illustrated process component examples 1420 shown in the flow chart of FIG. 44 includes previously described aspects 1002, 1003, 1004, 1006, 1007 as well as various possible security features including providing a physical connection between the electronic media device and the multipassenger transport vehicle to keep the electronic media device in close proximity to an assigned place or space associated with the approved passenger (block 1422). A related aspect may include providing an adjustable or detachable physical connection between the electronic media device and the multipassenger transport vehicle to facilitate authorized mobile use by the approved passenger while in transit (block 1423).

Other possible security features include implementing removal or deletion of user-created or passenger-related information from the electronic media device upon arrival of the multipassenger transport vehicle at the individual passenger's final destination or upon termination of the individual passenger's approved access to the electronic media device (block 1424). Additional illustrated process components may be helpful in some embodiments, including maintaining a data table indicative of one or more operation functionalities of the electronic media device and/or indicative of one or more categories or types of content or program applications available for correlation with a situs identifier (block 1426), or in some instances wherein such indicated data table items are available for correlation with a passenger identifier code (block 1427).

FIG. 45 is a diagrammatic flow chart exemplified in an article of manufacture embodiment 1090 wherein computer readable media have encoded instructions for executing a method for media device management in a multipassenger transport vehicle (block 1091). A possible exemplary method may include displaying alphanumeric content and/or visual content on an interactive electronic media device situated for individual interactive usage that is accessible in transit to an approved vehicle passenger, wherein the electronic media device includes a communication interface having a wired or wireless link with an external communication node (block 1092); and maintaining an operative connection between the communication interface and a storage component respectively associated with the electronic media device (block 1093).

Additional programmed method features may include enabling the electronic media device to have capability for an installation or updating or replacement or deletion of certain application programs and/or informational data received from an external communication node (block 1094), and implementing a security scheme to protect against unauthorized on-board or off-board activity regarding the electronic media device (block 1095).

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Other possible aspects of the security scheme may include activating a security component to prevent unauthorized usage of the electronic media device or unauthorized access to the storage component while the electronic media device is in a dormant operational mode (block 1096). Some security enhancements may further include transmitting an alarm output indicating tampering or unauthorized usage of the electronic media device or unauthorized access to the storage component (block 1097); and responsive to the alarm output, activating a disable module to delete or corrupt or render non-functional certain aspects of the electronic media device and/or storage component (block 1098).

Additional illustrated programmed method features include activating an independent power supply to the electronic media device when the multipassenger transport vehicle is in transit (block 1085). Another possible programmed method feature includes processing a credit authorization or payment confirmation regarding free or extra cost audio and/or video content available in transit from the external communication node (block 1086). A further programmed method enhancement may include enabling access to the storage component that includes one or more of the following types: internal memory, external memory, secondary storage media, removable storage media, distributed storage media (block 1088).

It will be understood that various other individual method operations depicted in the flow charts of FIGS. 35-44 can be incorporated as encoded instructions in computer readable media in order to obtain further benefits and advantages.

The schematic block diagram of FIG. 46 illustrates an exemplary embodiment of a current version of an exemplary media device security status table 1100 regarding various interactive electronic media devices for a multipassenger transit vehicle. Three of the exemplary electronic media devices are referenced by an on-board assigned location: situs ID 1101, situs ID 1106, situs ID 1111. Another three of the exemplary electronic media devices are referenced by a specified user designation: passenger ID code 116, passenger ID code 1121, passenger ID code 1126.

The electronic media device referenced by situs ID 1101 is assigned to passenger Josh 1102 who is traveling to St. Louis 1103. The current output for data table 1100 indicates the following security status 1105: device is off-line; device has Internet operation capability; user matchup problem—alarm warning.

The electronic media device referenced by situs ID 1106 is assigned to passenger Andy 1107 who is traveling to Chicago 1108. The current output for data table 1100 indicates the following security status 1110: device is not in use; device location is okay.

The electronic media device referenced by situs ID 1111 is assigned to passenger Mark 1112 who is traveling to Chicago 1108. The current output for data table 1100 indicates the following security status 1115: device is on-line, device has Internet capability, content matchup is okay, device location is okay.

The electronic media device referenced by passenger ID code 1116 is assigned to passenger Ella who is traveling to St. Louis 1103. The current output for data table 1100 indicates the following security status 1120: device location problem—alarm warning.

The electronic media device referenced by passenger ID code 1121 is assigned to passenger Lena who is traveling to Miami 1123. The current output for data table 1100 indicates the following security status 1125: device has localized network capability only, all security status fields are okay.

The electronic media device referenced by passenger ID code **1126** is assigned to eight group passengers **1127** who are traveling to New York City **1128**. The current output for data table **1100** indicates the following security status **1130**: device capability enables local DVD presentation, all security status fields are okay.

The embodiment features illustrated in FIG. **46** provide a wireless link by on-board staff **1135** via smart phone **1136** to the various data fields in media device security status table **1100** for purposes of monitoring and/or initiating responsive action. Other embodiment features may provide another wireless link by off-board staff **1145** via departure/arrival console **1146** to the various data fields in media device security status table **1100** for purposes of monitoring and/or initiating responsive action. It will be further understood that in some instances a passenger user may have access via their assigned electronic media device to the various data fields in media device security status table which are applicable to their assigned device. Another possible aspect may enable a leadership passenger to have supervisory access to the various data fields applicable to other media devices for passengers in their traveling group.

Referring to the representative status tables of FIG. **47**, an exemplary media device usage status table **1150** may include some interactive electronic media devices that are referenced by an on-board assigned location: situs ID **1165**, situs ID **1170**, situs ID **1175**. Additional interactive electronic media devices are referenced by a specified user designation: passenger ID code **1180**, passenger ID code **1185**, passenger ID code **1190**.

The outputs for usage status table **1150** indicate the following updated parameters for media device associated with situs ID **1165**: seat vacant **1167**, nul activity **1166**. Other outputs indicate the following updated parameters for media device associated with situs ID **1170**: account not paid **1172**, permanent disable **1171**. Further outputs indicate the following updated parameters for media device associated with situs ID **1175**: security signal okay **1177**, device available **1176**.

The outputs for usage status table **1150** indicate the following updated parameters for media device associated with passenger ID code **1180**: security signal okay **1182**, device available **1181**. Other outputs indicate the following updated parameters for media device associated with passenger ID code **1185**: improper ID matchup **1187**, temporary disable **1186**. Further outputs indicate the following updated parameters for media device associated with Perma Tour group ID code **1190**: security signals okay **1192**, all devices available **1191**.

The aforesaid status usage parameters maintained in the status table **1150** can be distributed or made accessible to transit staff or to the respective passenger user or to a computerized processing node configured for further responsive action.

Referring again to FIG. **47**, an exemplary media device usage timetable matrix **1200** includes the various data entries showing a coordinated relationship between air transport time periods **1155** and operational modes for electronic media devices on a multipassenger air transport plane. For example, the time periods for flight preparation **1212** and jetway boarding **1213** are coordinated with a dormant operational mode **1210**; a subsequent time period for pre-flight taxiway **1216** is coordinated with an active operational mode **1215**; and a subsequent time period for takeoff & ascending **1221** is coordinated with a dormant operational mode **1220**. During all such time periods it may be possible to implement a necessary media device security remedy to “disable per unauthorized media device usage or location” **1205**.

As a further example, a time period for high altitude cruising **1226** or food & beverage service **1227** or group programs **1228** is coordinated with an active operational mode **1225**; and another time period for transit staff messages **1231** is coordinated with a dormant operational mode **1230**; and a further time period for “allowed passenger device circulation” **1241** is coordinated with an active operational mode **1240**. During all such time periods it may be possible to implement a necessary media device security remedy to “disable per unauthorized media device usage or location” **1205**.

As a further example, a time period allocated to “remain in seats urgency” **1242** or high altitude cruising **1243** or descent and landing **1244** or arrival & taxiway **1246** is coordinated with an active operational mode **1240**. Subsequent time periods for a portion of arrival & taxiway **1246** or jetway exiting **1251** or post flight duties **1252** are coordinated with a dormant operational mode **1250**. During all such time periods it may be possible to implement a necessary media device security remedy to “disable per unauthorized media device usage or location” **1205**.

In some unexpected circumstances, it would be possible in some embodiments to change the schedule for dormant and active operational modes, and further possible to disable all electronic media devices at any time due to real-time events.

Referring to the representative status tables of FIG. **48**, an exemplary media device power status table **1260** may include previously described interactive electronic media devices that are referenced by the on-board assigned location: situs ID **1165**, situs ID **1170**, situs ID **1175**. Additional previously described interactive electronic media devices are referenced by the specified user designation: passenger ID code **1180**, passenger ID code **1185**, passenger ID code **1190**.

The outputs for usage status table **1260** indicate the following updated electrical power parameters for media device associated with situs ID **1165**: seat vacant **1167**, full charge battery **1967**. Other outputs indicate the following updated electrical power parameters for media device associated with situs ID **1170**: account not paid **1172**, disconnected battery **1173**. Further outputs indicate the following updated electric power parameters for media device associated with situs ID **1175**: service signal warning **1179**, low battery charge **1178**.

The outputs for usage status table **1260** indicate the following updated electrical power parameters for media device associated with passenger ID code **1180**: service signal okay **1184**, high charge battery **1183**. Other outputs indicate the following updated electrical power parameters for media device associated with passenger ID code **1185**: service signal alarm **1189**, dead battery **1188**. Further outputs indicate the following updated electrical power parameters for media device associated with Perma Tour group ID code **1190**: service signals okay **1194**, all batteries working **1193**.

The aforesaid status usage parameters maintained in the status table **1260** can be distributed or made accessible to transit staff or to the respective passenger user or to a computerized processing node configured for further responsive action.

Referring again to FIG. **48**, an exemplary media device power timetable matrix **1270** includes the various data entries showing a coordinated relationship between media device operational modes (e.g., active, dormant) and battery power servicing tasks during various air transport time periods **1155** on a multipassenger air transport plane. For example, the time periods for flight preparation **1212** and jetway boarding **1213** are coordinated during dormant operational mode **1210** with a servicing task to recharge or replace batteries **1271**; and the subsequent time period for takeoff & ascending **1221** is coordinated with an active operational mode **1225**.

minated during dormant operational mode **1220** with a servicing task to recharge batteries **1272**.

As a further example, the time period for transit staff messages **1231** is coordinated during dormant operational mode **1230** with a servicing task to replace or recharge batteries **1273**; and the subsequent time period for post flight duties **1252** is coordinated during dormant operational mode **1250** with a servicing task to replace batteries **1274**.

In some unexpected circumstances, it would be possible in some embodiments to change the schedule for servicing tasks involving power supplied from battery modules, and further possible to disconnect all battery modules at any time due to real-time events.

It will be understood that the specific types of status information depicted in the exemplary data tables of FIGS. **47-48** are for purposes of illustration and are not intended to be limiting. Additional categories and applicable data values and remedial actions may be provided in advance or during real-time events in accordance with efficiency and safety priorities as determined by transit drivers/pilots and on-board or off-board transit staff responsible for administering the various communication functions and security protection schemes disclosed herein. In that regard, some of the data table entries may be expanded or altered in some embodiments and may be shortened or omitted in other embodiments depending on the circumstances.

Referring to schematic block diagram of FIG. **49**, an air transport vehicle **1300** may incorporate a conventional airplane electrical system **1305** with battery **1306**, alternator **1307**, a primary bus **1310** and an avionics bus **1320**. The primary bus **1310** may supply power to conventional electrical components via wired conduit **1311** to various fixtures (e.g., **1312**, **1313**, **1314**) throughout the plane. In addition the avionics bus **1320** may supply power via wired conduit (**1321**) to precision instrumentation and diagnostic components in the pilot cabin **1325** (e.g., **1324**, **1326**) as well as elsewhere (e.g., **1322**, **1323**) throughout the plane.

An exemplary system embodiment for interactive electronic media devices **1352** available for in-transit usage by passengers can be employed without causing significant interference with the existing conventional airplane electrical system **1305**. In that regard, individual on-board electronic media devices **1352** may be situated in designated locations for use in transit by approved passengers. Such electronic media devices **1352** may have access to a localized vehicle network **1350** which can provide a communication link between related electronic media devices as well as in some instances a communication link with transit staff terminals **1354**. Some embodiments may further provide a staff supervisor terminal **1340** that also has access to the localized vehicle network **1350**.

An on-board passenger communication node **1330** may also be connected with the passenger media devices **1352** via the localized vehicle network (or via other communication links) to facilitate monitoring or downloading of certain content (e.g., application programs, informational data) that is at least partially determined by a situs ID associated with an assigned place or space for a particular passenger media device, and/or at least partially determined by a passenger ID code associated with an individual passenger or group of related passengers.

The passenger communication node **1330** may include processor **1331**, media device status tables **1333**, and controller **1335**. It will be understood that various functional interactions may be provided between the passenger communication node **1330** and the transit staff (e.g., **1340**, **1354**) and the passenger media devices **1352** in a manner to provide cus-

tomized operational capabilities and content management/control as well as to implement applicable security guidelines for the usage and location of such passenger media devices **1352**. In that regard a server **337** may be operably coupled with the passenger communication node **1330** to enable some selected content to be accessible remotely to one or more passenger media devices **1352** without a requirement for a download. However some selected content is preferably downloaded to the appropriate interactive electronic media device **1352** to provide content accessibility during periods when an approved passenger's assigned media device **1352** is "off line" or otherwise not qualified for "on-line" access.

As indicated schematically in FIG. **49**, an independent power supply (some battery modules are omitted from the drawing for simplicity) is provided in-transit to the passenger media devices **1352** by separate battery units (e.g., battery module **1355** shared by two or more media devices **1352**, battery component **1360** separated from its respective media device **1352a**, battery **1365** integrated with its respective media device). Various system and process embodiment features are disclosed herein to assure that battery servicing tasks (e.g., replacement, recharging) may be accomplished during appropriate time periods (see FIG. **48**) to minimize any disruption of on-board usage of the electronic media devices **1352** by an approved passenger.

Additional power supply management aspects **1400** are illustrated in the high level flow chart of FIG. **50** regarding an adopted method for providing power to electronic media devices in a multipassenger vehicle (see **1402**). Exemplary features may include identifying a particular electronic media device independently powered by at least one battery module and configured for displaying alphanumeric content and/or visual content that is accessible in transit to a passenger (block **1403**), providing an activated connection via a wired or wireless link to recharge the at least one battery module without causing usage interruption of an active operational mode of the electronic media device (block **1404**), and implementing via a communication node a selection of content or application program or operation functionality that is accessible in transit to the identified electronic media device (block **1406**).

Some embodiments may include enabling a dormant operational mode for connection of the recharger unit to the at least one battery module during a first time period (block **1411**). Another example includes enabling an active operational mode for disconnection of the recharger unit from the at least one battery module during a second time period (block **1412**). Further examples include providing the activated connection to recharge during an on-board transit time period or during an off-board time period, while the electronic media device is in a dormant operational mode (block **1413**). In some instances a process feature may include implementing the selection pursuant to an external supervisory communication node having at least one of the following characteristics: on-board, off-board, fixed location, portable, wired, wireless (block **1416**).

The flow chart of FIG. **51** depicts various process features **1420** that include previously described aspects **1403**, **1404**, **1406** as well as connecting a first battery cell component to the electronic media device during an active operational mode while concurrently connecting a second battery cell to a recharger unit (block **1421**). Other process features may include activating an adaptor switch for connecting either a first battery cell or a second battery cell to the electronic media device to provide operational power during an active operation mode (block **1422**). Another process feature may include activating an adaptor switch for connecting either a

first battery cell or a second battery cell to a recharger unit to enable a recharging service during an active operation mode (block 1423).

Additional exemplary process aspects may include causing an integral battery module to be periodically recharged during an on-board transit time period without its removal from the electronic media device (block 1426). Some embodiments may include causing an integral battery module to be recharged during an off-board time period without removal from the electronic media device (block 1427). A further example includes positioning a recharger unit or a charging port proximate to a seat or chair for the passenger to provide an activated connection with the at least one battery module when the multipassenger transport vehicle is in transit (block 1428).

Referring to the detailed flow chart of FIG. 52, the illustrated examples 1430 for various process embodiments include previously described operations 1403, 1404, 1406 regarding power supply aspects along with operatively connecting an individual battery module only with its respective electronic media device in a manner to supply independent electrical power when the multipassenger transport vehicle is in transit (block 1431). Another possible process aspect includes operatively connecting an individual battery module with two or more electronic media devices in a manner to supply independent electrical power when the multipassenger transport vehicle is in transit (block 1432).

Another process enhancement may include linking a sensor device with the at least one battery module to provide a sensor output indicating whether a discharge benchmark has been met indicating a need for a recharging service (block 1433). A related process feature may include transmitting the sensor output regarding the need for the recharging service directly or indirectly to one of the following: passenger, transport staff, controller module, battery service cart, recharger unit (block 1434).

In some instances an embodiment may include providing a security lockout scheme to prevent off-board activation of the at least one battery module of the electronic media device (block 1436). A further possibility includes maintaining a data table indicative of one or more categories or types of content or application program or operation functionality that is accessible during an active operational mode while in transit, pursuant to supervisory control by the communication node (block 1438).

The various process examples 1440 shown in the flow chart of FIG. 53 include previously described operations 1403, 1404, 1406 in combination with determining via a verification module an improper matchup of content or application program or operation functionality correlated with the identified electronic media device (block 1441). Another example includes responsive to such improper matchup, deactivating the at least one battery module of the identified electronic media device (block 1442). Further exemplary related operations include determining via a verification module a satisfactory matchup of content or application program or operation functionality correlated with the identified electronic media device (block 1443), and in some instances responsive to such satisfactory matchup, transmitting an authorization code to activate the at least one battery module of the identified electronic media device (block 1444).

Other possible process aspects shown include scanning credit authorization or receiving payment confirmation associated with an approved passenger or approved group of passengers, wherein the payment confirmation enables one or more of the following: activation of the at least one battery module, activation of the recharger unit, replacement of bat-

tery cell component, activation of the electronic media device, in transit food or beverage, optional audio and/or video content (block 1446). Additional examples include providing an operational mode that enables activated connection of the recharger unit with the at least one battery module while the electronic media device is located at one or more of the following types of situs in the multipassenger transport vehicle: seat, room, dining area, lounge, game room, bedroom, library, café, bar, aisle, observation deck, theater (block 1447).

Referring to detailed embodiment features 1450 of the detailed flow chart of FIG. 54, possible process aspects include previously described aspects 1403, 1404, 1406 as well as implementing a security lockout scheme to cause deactivation of the at least one battery module based on detection of unauthorized removal of its associated electronic media device from an acceptable monitored location on the multipassenger transport vehicle (block 1451). Further process aspects may include periodically activating a recharger unit having a wired or wireless connection with the at least one battery module, in response to a request initiated by vehicle transport staff regarding one or more electronic media devices on the multipassenger transport vehicle (block 1452). Other examples include activating a fixed or portable recharger unit having a wired or wireless connection with the at least one battery module during an on-board or off-board dormant operational mode (block 1453).

Additional examples shown include activating a fixed or portable recharger unit during a download of content or application programs from the communication node to the identified electronic media device (block 1454). Some embodiments may include deactivating the at least one battery module responsive to an event indicating that the electronic media device has been subjected to tampering or unauthorized usage or unauthorized access (block 1456).

Referring to FIG. 55, various process examples 1460 are illustrated regarding battery power, including previously described aspects 1403, 1404, 1406 along with deactivating the at least one battery module upon arrival of the multipassenger transport vehicle at the individual passenger's final destination or upon termination of the individual passenger's approved access to the electronic media device (block 1461). Another possible aspect include deactivating the at least one battery module in response to completion of the approved passenger's in transit travel (block 1462).

Further process aspects may include providing the battery module that includes one or more of the following types of rechargeable battery cells: lithium ion, lithium ion polymer, nickel cadmium, nickel metal hydride, lead acid (block 1466). Some embodiments may include providing a battery module that includes at least one primary battery cell component and at least one secondary rechargeable battery cell component (block 1467).

The high level flow chart of FIG. 56 illustrates various exemplary embodiment aspects 1470 regarding adoption of a method for providing power to electronic media device in a multipassenger transport (see 1472), such as identifying a particular electronic media device independently powered by at least one battery module and configured for displaying alphanumeric content and/or visual content that is accessible in transit to a passenger (block 1473), facilitating removal and/or replacement of the at least one battery module during an on-board or off-board operational mode of the electronic media device (block 1474), and implementing via a communication node a selection of content or application program or operation functionality that is accessible in transit to the identified electronic media device (block 1474). Another process

feature may include enabling a dormant operational mode for removal and/or replacement of the at least one battery module (block 1477).

Other examples include providing a removable battery module which is configured for manual or automated replacement during an on-board transit time period (block 1478). A further example includes providing a removable battery module which is configured for manual or automated replacement during an off-board time period while the electronic media device is in a dormant operational mode (block 1479). In some instances an exemplary process embodiment includes facilitating removal or replacement of the at least one battery module during a download of content or application programs from the communication node to a storage component associated with the identified electronic media device (block 1481).

FIG. 57 depicts various process aspects 1490 that may be included in a power supply embodiment, including previously described process features 1473, 1474, 1476 along with facilitating via a portable battery supply unit a replacement of a battery cell component during an on-board transit time period without removal of the electronic media device from an assigned location in the multipassenger transport vehicle (block 1496). Some embodiments may include facilitating via a portable or fixed battery supply unit a replacement of a battery cell component during an off-board time period of the electronic media device (block 1497).

Other possible process aspects include providing a dual battery module that includes an adaptor switch for connecting a first battery cell component to the electronic media device during an active operational mode while concurrently removing or replacing a second battery cell (block 1491). A further example includes providing a dual battery module that includes an adaptor switch for connecting either a first battery cell or a second battery cell to the electronic media device to provide operational power during an active operation mode (block 1492). In some instances an exemplary process includes providing a dual battery module that includes an adaptor switch for manual or automated disconnection of either a first battery cell or a second battery cell to enable removal or replacement of the disconnected battery cell (block 1493).

Referring to the illustrated process aspects 1500 of the flow chart of FIG. 58, an exemplary process embodiment includes previously described aspects 1473, 1474, 1476 in combination with providing an operational mode that enables a battery removal or battery replacement service while the electronic media device is located at one or more of the following types of situs in the multipassenger transport vehicle: seat, room, dining area, lounge, game room, bedroom, library, café, bar, aisle, observation deck, theater (block 1504).

Some embodiments may include providing a physical connector between the electronic media device and the multipassenger transport vehicle, wherein the physical connector is adapted to keep the electronic media device in close proximity to an assigned place during a battery removal or battery replacement service (block 1506). Another illustrated example includes providing an adjustable or detachable physical connector between the electronic media device and the multipassenger transport vehicle to enable replacement of an on-board or off-board battery replacement during a dormant operational mode (block 1507).

Additional process examples include linking a sensor device with the at least one battery module and configured to provide a sensor output indicating whether a discharge benchmark has been met indicating a need for a battery removal or battery replacement service (block 1501). A related process

feature may include transmitting the sensor output regarding the need for the battery removal or battery replacement service directly or indirectly to one of the following: passenger, transport staff, controller module, battery supply station, battery service cart, battery replacement unit (block 1502).

FIG. 59 is a high level flow chart illustrating exemplary process features 1510 that include previously described operation 1473, 1474, 1476 that may be combined with other process aspects such as maintaining a data table indicative of one or more categories or types of content or application program or operation functionality that are accessible for downloading pursuant to supervisory control by the communication node during a battery removal or battery replacement service (block 1511). Another process example includes periodically activating a battery replacement service in response to a request initiated by vehicle transport staff regarding a designated electronic media device on the multipassenger transport vehicle (block 1513).

Further examples include activating a fixed or portable battery replacement unit to facilitate removal or replacement of the at least one battery module during an on-board or off-board dormant operational mode (block 1514). Some exemplary embodiments include providing a battery module that includes one or more of the following types of disposable primary battery cell components: alkaline, carbon zinc, zinc chloride, silver oxide, lithium (block 1516). A further possibility includes providing a battery module that includes at least one primary battery cell component and at least one secondary rechargeable battery cell component (block 1517).

FIG. 60 is a diagrammatic flow chart exemplified in an article of manufacture embodiment 1520 wherein computer readable media have encoded instructions for executing a method for providing power to electronic media devices in a multipassenger transport vehicle (block 1522). A possible exemplary programmed method may include establishing identity of one or more electronic media devices independently powered by respective battery modules and capable of displaying alphanumeric content and/or visual content during an in transit time period (block 1523), facilitating periodic servicing of the respective battery modules to maintain adequate power without usage interruption of an active operational mode of the electronic media devices (block 1524), and implementing management control regarding selection of content or application program or operation functionality that is accessible in transit to a particular identified electronic media device (block 1526). Additional examples of programmed method aspects include confirming activation of a wired or wireless link to recharge the respective battery modules (block 1531), and in some instances processing a sensor output indicating a need for a recharging service for a battery module associated with a particular electronic media device (block 1532).

Other possible programmed features include facilitating removal and/or replacement of the respective battery modules during an on-board or off-board operational mode of the one or more electronic media devices (block 1533). A related exemplary feature includes processing a sensor output indicating a need for removal or replacement of a battery module associated with a particular electronic media device (block 1534). Another possible programmed aspect includes maintaining a data table indicative of one or more categories or types of content or application program or operation functionality that are accessible for downloading to one or more designated electronic media devices pursuant to supervisory control by an external communication node (block 1536).

Some computer readable media embodiments may include implementing a security lockout scheme to cause deactiva-

tion of a designated battery module based on detection of unauthorized removal of its associated electronic media device from an acceptable monitored location on the multipassenger transport vehicle (block 1537). Additional possible programmed aspects include deactivating a designated battery module responsive to an event indicating that its associated electronic media device has been subjected to tampering or unauthorized usage or unauthorized access (block 1538).

It will be understood that numerous other individual method operations depicted in the flow charts of FIGS. 50-59 can be incorporated as encoded instructions in computer readable media in order to obtain enhanced benefits and advantages.

The schematic block diagram of FIG. 61 illustrates an exemplary system embodiment for a selective on-board electronic media device (e.g., see 1550) that may be assigned or made available for in transit use in a multipassenger vehicle. An independent power supply module 1570 may include one or more rechargeable battery cells configured to provide sufficient electric power for various audiovisual activities in accordance with data processing regarding user preferences and management guidelines administered by a supervisory communication node 1590. Of course the data processing components regarding a battery cell recharging service may be centralized or distributed, depending on the circumstances. The disclosed system embodiments are provided for purposes of illustration and are not intended to be limiting.

The on-board electronic media device 1550 includes data processing components such as processor 1552, controller 1553, display screen 1554 and user interface 1556 for an on-board passenger 1565. Restrictive usage guidelines may be implemented by security component 1567 in combination with a GPS locator 1555 regarding a seat or area location for the electronic media device 1550. Additional security aspects administered by security component 1567 may include deactivating a designated battery module responsive to an event indicating tampering or unauthorized usage or unauthorized access regarding the electronic media device 1550. Other applicable guidelines for respective individual or groups of on-board electronic media devices may relate to content 1562 and programmed applications 1563 accessible in storage media 1560 as well as capability for certain operation functionality 1564 that may be optionally incorporated with the on-board electronic media device 1550.

It will be understood that supervisory communication node 1590 may include a data table 1592 having a listing for correlated device identifiers 1594 which determine the appropriate content 1562, applications 1563 and operation functionality 1564 approved for a respective media device identifier 1557. A wired or wireless link between the supervisory communication node 1590 and a communication interface 1568 for the electronic media device 1550 enables an early or real-time downloading operation that provides in transit customized usage of multiple electronic media devices by respective passengers on a multipassenger vehicle. Accessibility to other communication channels (e.g. Internet access, local network access, etc.) may be provided during various in transit time periods, depending on the circumstances as well as the rechargeable battery capabilities and the predetermined technical goals and business intentions of a vehicle owner or operator.

A battery recharging service for the independent power supply module 1570 may be accomplished by recharger unit 1575 pursuant to random activation via transceiver 1595 by transport vehicle staff 1596. In some instances a sensor 1572 may be calibrated to detect certain power discharge benchmarks for one or more battery cells incorporated in the inde-

pendent power supply module 1570, and responsive to such detection an automatic recharge cycle may be initiated by supervisory communication node 1590. Direct control of a recharging service (e.g., see communication channel 1574) may also be accomplished in some embodiments by user choice or by a preprogrammed schedule (e.g., see battery guidelines 1558) implemented via communication interface 1568 of the on-board electronic media device 1550.

The battery recharging service may be accomplished in various time periods and locations, and the examples provided herein are for purposes of illustration only. For example, a removable battery cell 1579 may be serviced during an in transit time period by a fixed location charging unit/port or by a portable recharger unit 1577, and some system embodiments may include an off-board recharger unit 1580 for servicing multiple weak battery cells during a dormant operational mode of their respective electronic media devices (e.g., between in transit travel trips).

Referring to the schematic block diagram of FIG. 62, an exemplary system embodiment for a selective on-board electronic media device (e.g., see 1650) that may be assigned or made available for in transit use in a multipassenger vehicle. A replaceable battery cell module 1670 may include one or more replaceable/disposable batteries configured to provide sufficient electric power for various audiovisual activities in accordance with user preferences and management guidelines administered by a supervisory communication node 1690.

The on-board electronic media device 1650 includes processor 1652, controller 1653, display screen 1654 and user interface 1666 for an on-board passenger 1665. Restrictive usage guidelines may be implemented by security component 1667 in combination with a GPS locator 1655 regarding a seat or area location for the electronic media device 1650. Additional security aspects administered by security component 1667 may include deactivating a designated battery module responsive to an event indicating tampering or unauthorized usage or unauthorized access regarding the electronic media device 1650. Other applicable guidelines for respective individual or groups of on-board electronic media devices may relate to content 1662 and programmed applications 1663 accessible in storage media 1660 as well as capability for certain operation functionality 1664 that may be optionally incorporated with the on-board electronic media device 1650.

It will be understood that supervisory communication node 1690 may include a data table 1692 having a listing for correlated device identifiers 1694 which determine the appropriate content 1662, applications 1663 and operation functionality 1664 approved for a respective media device identifier 1657. A wired or wireless link between the supervisory communication node 1690 and a communication interface 1668 for the electronic media device 1650 enables an early or real-time downloading operation that provides in transit customized usage of multiple electronic media devices by respective passengers on a multipassenger vehicle. Accessibility to other communication channels (e.g. Internet access, local network access, etc.) may be provided during various in transit time periods, depending on the circumstances as well as the replaceable battery capabilities and the predetermined technical goals and business intentions of a vehicle owner or operator.

A battery removal and/or replacement service for the replaceable battery cell module 1670 may be accomplished by portable battery supply unit 1675 that can be moved randomly or per predetermined schedule by transport vehicle staff 1696 to different locations (e.g., see 1675a) for manual or automated activation in response to messages sent or

received via transceiver **1695**. In some instances a sensor **1672** may be calibrated to detect certain power discharge benchmarks for one or more battery cells incorporated in the replaceable power cell module **1670**, and responsive to such detection an automatic scheduled removal and/or replacement cycle may be initiated by supervisory communication node **1690**. Direct control of a removal/replacement service (e.g., see communication channel **1674**) may also be accomplished in some embodiments by user choice or by a preprogrammed schedule (e.g., see battery guidelines **1658**) implemented via communication interface **1668** of the on-board electronic media device **1650**.

The battery removal/replacement service may be accomplished in various time periods and locations, and the examples provided herein are for purposes of illustration only. For example, an on-board fixed location battery supply unit **1677** may be available for removal/replacement of weak battery cells during an in transit dormant operational mode of the electronic media device **1650**. Some system embodiments may include an off-board battery supply unit **1680** for removal/replacement of multiple weak disposable battery cells during a dormant operational mode of their respective electronic media devices (e.g., between in transit travel trips).

FIG. **63** is a schematic block diagram that illustrates additional exemplary system embodiments regarding management of an independent power supply system for passenger electronic devices (e.g., see **1700**) in a multipassenger vehicle. The on-board electronic media device **1700** includes a media device identifier **1702**, display screen **1703** and user interface **1704** for passenger **1705**. A supervisory communication node **1710** includes a data table **1712** that has a listing of correlated device identifiers (e.g., **1702**) that are matched with various types of audiovisual aspects that are customized, for example, in accordance with passenger demographics and passenger preferences as well as predetermined business and customer benefits deemed to be important by a vehicle owner or operator.

In that regard the supervisory communication node **1710** implements via communication interface **1707** certain predetermined and appropriate real time customized features regarding content **1716**, programmed applications **1717**, and also operation functionality **1718** for the on-board electronic media device **1700**. Of course the supervisory communication node **1710** can implement different customized features appropriate for other on-board electronic media devices (e.g., see **1790**, **1795**).

Further administrative aspects may include battery guidelines **1720** with respect to a dual battery module **1725** integrated as an operative independent power supply for the on-board electronic media device **1700**. Such guidelines may be predetermined for scheduled removal or replacement of old or weak battery cells. In some system embodiments a readout from battery status sensor **1750** may trigger a removal/replacement of a weak or faulty battery cell. In some instances a real-time request from a user sent via transceiver **1785** to transport vehicle staff **1785** may result in a battery cell replacement procedure implemented by dual battery module **1725** as well as by the battery positioner & installer **1780**.

The dual battery module may include data processing components such as processor **1726**, controller **1727**, and battery status sensor **1750** that enable automated or manually actuated removal and/or replacement of battery cells **1732**, **1742** in order to maintain an adequate independent power supply during in transit usage of the on-board electronic media device **1700** by passenger **1705**. Of course the data processing components regarding battery removal and replacement may be centralized or distributed, depending on the circum-

stances. The disclosed system embodiments are provided for purposes of illustration and are not intended to be limiting.

In a specified time period as shown in the drawing, an adaptor switch **1748** is positioned for electrical connection with the second battery cell **1742** held by clamp **1743** in conductive device operational contact. During such specified time period a disconnected first battery cell **1732** (e.g., determined “weak” by battery status sensor **1750** due to excessive discharge, etc.) can be removed (see **1732a**) by spring ejector **1736** due to actuation of release element **1734** upon clamp **1733**.

In another time period (not shown) the adaptor switch **1748** can be alternatively positioned for electrical connection with the first battery cell **1732** held by clamp **1733** in conductive device operational contact. During such another time period a disconnected second battery cell **1742** (e.g., determined “weak” by battery status sensor **1750** due to excessive discharge, etc.) can be removed by spring ejector **1746** due to actuation of release element **1744** upon clamp **1743**.

After a weakened or faulty battery cell has been removed, a battery positioner/installer **1780** can bring a battery supply unit **1760** into an aligned installation position for sliding a replacement battery cell into an empty slot in the dual battery module **1725**. The battery supply unit **1760** may include an inventory of new battery cells **1762**, **1764** or perhaps in some instances a recharged or reconditioned battery cell **1760**. The removed batteries can be thrown out as trash in accordance with applicable environmental rules.

In some embodiments it may be desirable to provide a dual battery module having a removable primary battery cell that is not rechargeable (i.e., requires replacement/disposal after end-of-life discharge), as well as a secondary battery cell (i.e., requires recharging after prolonged discharge) in order to assure more predictable non-interrupted continuity based on an independent power supply system for respective in transit electronic media devices. Some examples of primary battery cells include alkaline, carbon zinc, zinc chloride, silver oxide, and lithium thionyl chloride. Some examples of secondary battery cells include lithium ion, lithium ion polymer, nickel cadmium, nickel metal hydride, and lead acid.

Additional exemplary system embodiment features are depicted in the schematic block diagram of FIG. **64** regarding on-board battery recharging services for selective electronic media devices in a multipassenger vehicle **1800**. A passenger **1805** may be located in an assigned or arbitrarily chosen seat **1806** that faces seatback **1824** and includes an adjacent chair arm **1808**. An illustrated mobile electronic media device **1810** may be associated with passenger **1805** or seat **1806**, and includes a device identifier **1812** and also its own independent power supply (e.g., see rechargeable battery **1814**).

A portable supervisory communication node **1830** that moves up and down aisle **1804** may be under the administrative control of transport vehicle staff **1835**, and has a connective link with mobile electronic media device **1810** via antenna **1826**. The supervisory communication node **1830** includes data table **1832** having a listing of correlated device identifiers **1834** for respective on-board electronic media devices (e.g., see mobile device **1810** and attached device **1840**). As previously described in more detail herein, the supervisory communication node **1830** provides customized accessibility (e.g., downloading) of content and application programs, as well as optional operational functionality appropriate for selected on-board electronic media devices (e.g., **1810**, **1840**).

A battery recharging service for battery **1814** may be accomplished by a wired connection **1816** to charging port **1818** located in chair arm **1808**. Of course other locations

may be provided (e.g., see charging port **1822** in seatback **1824**), and the examples given are for purposes of illustration only.

Another passenger **1835** may be located in an assigned or arbitrarily chosen seat **1836** that faces seatback **1839** and includes an adjacent chair arm **1838** and an adjacent table **1809**. An illustrated attached electronic media device **1840** mounted on the seatback **1839** may be associated with passenger **1835** or seat **1836**, and includes a device identifier **1842**, communication interface **1850**, a separate overhead display screen **1843**, and also its own independent power supply (e.g., see rechargeable battery module **1844**). A user interface **1841** such as, for example, a keyboard may be mounted on chair arm **1838** (e.g., shown in a front usage position) and can be returned to a side position when not in use.

The portable supervisory communication node **1830** can be moved (e.g., on a service cart) or carried up and down aisle **1804** under the administrative control of transport vehicle staff **1835**, and is capable of signal transmission via wireless link **1849** with communication interface **1850** of attached electronic media device **1840**.

A battery recharging service for battery module **1844** may be accomplished by a wired connection **1846** to recharger unit **1848** located on seatback **1841**. Of course other locations may be provided (see recharger unit **1852** connected via wireless link), and the examples given are for purposes of illustration only. Appropriate low voltage adapters may be incorporated for connection with the recharger units or charging ports depending on the type of battery cell that is included in the respective independent power supply modules.

As disclosed herein, an exemplary computerized electronic media system embodiment for a multipassenger transport vehicle may include an electronic media device located at a specified on-board site and configured for displaying alphanumeric content and/or visual content that is accessible in transit to an approved passenger, wherein the electronic media device is independently powered by its respective battery module. Other system features may include a storage component coupled to the electronic media device; a communication node configured to install or update or replace or delete certain application programs and/or informational data in the storage component; and a situs identifier correlated with the specified on-board site, wherein the situs identifier determines a category or type of content that is accessible in transit for interactive access by the approved passenger.

In some system embodiments, a controller is configured to implement a selection or modification or cancellation of the aforesaid content in response to an authorization signal from one of the following types of communication node: on-board, off-board, portable, wired, wireless. A further system feature may include a security lockout scheme configured to cause the electronic media device to discontinue some or all operational functions based on detection of its unauthorized removal from the specified on-board site. A related system feature may further provide a GPS security component incorporated with the electronic media device and adapted to indicate its geographic location based on detection of unauthorized removal from the multipassenger transport vehicle.

Additional disclosed system embodiments may provide a local communication link to enable bi-directional transmission of messages during an active operation mode with one or more other related electronic media devices correlated with their respective situs identifiers. Another possible embodiment aspect includes a media device battery module which is configured to be rechargeable or replaceable while the electronic media device is in a dormant operational mode.

Further computerized system components may include various database records or lookup tables including a data table indicative of one or more categories or types of content available for correlation with the situs identifier. Another data table may be configured to indicate of one or more categories or types of application programs available for correlation with the situs identifier. An additional data table may be configured to indicate one or more types of functional operation capabilities available for correlation with the situs identifier.

Some computerized system embodiment components may include a controller configured to activate one or more of the following functional operation capabilities based on a correlation with the situs identifier: removable memory, text messaging, local intercom, Internet link, external phone link, printer, camera, logon protection, security component. An exemplary system controller may also be configured to correlate one or more of the following device metrics with a particular specified on-board site: available usage time period(s), usage duration, free default content, content cost rate, operation capability expense, device mobility fee.

Further system features as disclosed herein may include a wired or wireless communication link from the electronic media device to the communication node for receiving or providing accessibility to audio and/or video content correlated with the situs identifier. Further disclosed system embodiment features include a communication interface configured to receive new or updated or replacement content in response to confirmation of a cash or credit or debit payment made or authorized by the approved passenger during an active or dormant operational mode via a user interface of the electronic media device.

Additional computerized system components may include a passenger-activated control module for selecting and/or monitoring and/or limiting content available to another electronic media device associated with a related individual passenger or group of passengers.

A security feature for some system embodiments may include a disable module for deleting or corrupting or rendering non-functional or illegible certain aspects of the aforesaid content accessible in an interactive display component, or certain aspects of the application programs or informational data maintained in the storage component, responsive to an event indicating that the electronic media device has been subjected to tampering or unauthorized usage or unauthorized access. Another system security component may include a controller configured to implement modification or cancellation of certain content of application program or operation functionality based on completion of the approved passenger's in transit travel.

It will be understood by those skilled in the art that the various components and elements disclosed in the system and schematic diagrams herein as well as the various steps and sub-steps disclosed in the flow charts herein may be incorporated together in different claimed combinations in order to enhance possible benefits and advantages.

The exemplary system, apparatus, and computer program product embodiments disclosed herein including FIGS. 1-5, FIGS. 18-19, FIGS. 32-34, FIGS. 45-49 and FIGS. 60-64 along with other components, devices, know-how, skill and techniques known in the art have the capability of implementing and practicing the methods and processes that are depicted in FIGS. 6-17, FIGS. 20-31, FIGS. 35-44 and FIGS. 50-59. However it is to be further understood by those skilled in the art that other systems, apparatus and technology may be used to implement and practice such methods and processes.

As disclosed herein, exemplary methods, systems and components are implemented on a multipassenger transit vehicle to provide passenger access to a pre-assigned interactive electronic media device associated with a passenger identification (ID) code or associated with an on-board situs location. The electronic media device may include a storage component, and a battery module that can periodically be replaced or recharged. Security techniques may provide protection against unauthorized usage of each electronic media device, and also help prevent unauthorized removal of the electronic media device from its approved location in the transit vehicle. Selective content may be accessible or downloaded via a communication node, wherein such content may include application programs or informational data specifically correlated with individual electronic media devices or correlated with one or more designated vehicle passengers. The customized content and/or operation capability for the electronic media device may be varied in accordance with predetermined qualifications as well as in some instances by passenger request and/or determined by passenger payment status.

The foregoing detailed description has set forth various embodiments of the devices and/or processes via the use of block diagrams, flowcharts, and/or examples. Insofar as such block diagrams, flowcharts, and/or examples contain one or more functions and/or operations, it will be understood by those within the art that each function and/or operation within such block diagrams, flowcharts, or examples can be implemented, individually and/or collectively, by a wide range of hardware, software, firmware, or virtually any combination thereof. In one embodiment, several portions of the subject matter described herein may be implemented via Application Specific Integrated Circuits (ASICs), Field Programmable Gate Arrays (FPGAs), digital signal processors (DSPs), or other integrated formats. However, those skilled in the art will recognize that some aspects of the embodiments disclosed herein, in whole or in part, can be equivalently implemented in integrated circuits, as one or more computer programs running on one or more computers (e.g., as one or more programs running on one or more computer systems), as one or more programs running on one or more processors (e.g., as one or more programs running on one or more microprocessors), as firmware, or as virtually any combination thereof, and that designing the circuitry and/or writing the code for the software and/or firmware would be well within the skill of one of skill in the art in light of this disclosure. In addition, those skilled in the art will appreciate that the mechanisms of the subject matter described herein are capable of being distributed as a program product in a variety of forms, and that an illustrative embodiment of the subject matter described herein applies regardless of the particular type of signal bearing medium used to actually carry out the distribution. Examples of a signal bearing medium include, but are not limited to, the following: a recordable type medium such as a floppy disk, a hard disk drive, a Compact Disc (CD), a Digital Video Disk (DVD), a digital tape, a computer memory, etc.; and a transmission type medium such as a digital and/or an analog communication medium (e.g., a fiber optic cable, a waveguide, a wired communications link, a wireless communication link (e.g., transmitter, receiver, transmission logic, reception logic, etc.), etc.).

The herein described subject matter sometimes illustrates different components contained within, or connected with, different other components. It is to be understood that such depicted architectures are merely exemplary, and that in fact many other architectures may be implemented which achieve the same functionality. In a conceptual sense, any arrange-

ment of components to achieve the same functionality is effectively "associated" such that the desired functionality is achieved. Hence, any two components herein combined to achieve a particular functionality can be seen as "associated with" each other such that the desired functionality is achieved, irrespective of architectures or intermedial components. Likewise, any two components so associated can also be viewed as being "operably connected", or "operably coupled," to each other to achieve the desired functionality, and any two components capable of being so associated can also be viewed as being "operably couplable," to each other to achieve the desired functionality. Specific examples of operably couplable include but are not limited to physically mateable and/or physically interacting components, and/or wirelessly interactable, and/or wirelessly interacting components, and/or logically interacting, and/or logically interactable components.

In some instances, one or more components may be referred to herein as "configured to," "configured by," "configurable to," "operable/operative to," "adapted/adaptable," "able to," "conformable/conformed to," etc. Those skilled in the art will recognize that such terms (e.g. "configured to") can generally encompass active-state components and/or inactive-state components and/or standby-state components, unless context requires otherwise.

While particular aspects of the present subject matter described herein have been shown and described, it will be apparent to those skilled in the art that, based upon the teachings herein, changes and modifications may be made without departing from the subject matter described herein and its broader aspects and, therefore, the appended claims are to encompass within their scope all such changes and modifications as are within the true spirit and scope of the subject matter described herein. It will be understood by those within the art that, in general, terms used herein, and especially in the appended claims (e.g., bodies of the appended claims) are generally intended as "open" terms (e.g., the term "including" should be interpreted as "including but not limited to," the term "having" should be interpreted as "having at least," the term "includes" should be interpreted as "includes but is not limited to," etc.). It will be further understood by those within the art that if a specific number of an introduced claim recitation is intended, such an intent will be explicitly recited in the claim, and in the absence of such recitation no such intent is present. For example, as an aid to understanding, the following appended claims may contain usage of the introductory phrases "at least one" and "one or more" to introduce claim recitations. However, the use of such phrases should not be construed to imply that the introduction of a claim recitation by the indefinite articles "a" or "an" limits any particular claim containing such introduced claim recitation to claims containing only one such recitation, even when the same claim includes the introductory phrases "one or more" or "at least one" and indefinite articles such as "a" or "an" (e.g., "a" and/or "an" should typically be interpreted to mean "at least one" or "one or more"); the same holds true for the use of definite articles used to introduce claim recitations. In addition, even if a specific number of an introduced claim recitation is explicitly recited, those skilled in the art will recognize that such recitation should typically be interpreted to mean at least the recited number (e.g., the bare recitation of "two recitations," without other modifiers, typically means at least two recitations, or two or more recitations). Furthermore, in those instances where a convention analogous to "at least one of A, B, and C, etc." is used, in general such a construction is intended in the sense one having skill in the art would understand the convention (e.g., "a system having at least one of A,

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B, and C” would include but not be limited to systems that have A alone, B alone, C alone, A and B together, A and C together, B and C together, and/or A, B, and C together, etc.). In those instances where a convention analogous to “at least one of A, B, or C, etc.” is used, in general such a construction is intended in the sense one having skill in the art would understand the convention (e.g., “a system having at least one of A, B, or C” would include but not be limited to systems that have A alone, B alone, C alone, A and B together, A and C together, B and C together, and/or A, B, and C together, etc.). It will be further understood by those within the art that typically a disjunctive word and/or phrase presenting two or more alternative terms, whether in the description, claims, or drawings, should be understood to contemplate the possibilities of including one of the terms, either of the terms, or both terms unless context dictates otherwise. For example, the phrase “A or B” will be typically understood to include the possibilities of “A” or “B” or “A and B.”

With respect to the appended claims, those skilled in the art will appreciate that recited operations therein may generally be performed in any order. Also, although various operational flows are presented in a sequence(s), it should be understood that the various operations may be performed in other orders than those which are illustrated, or may be performed concurrently. Examples of such alternate orderings may include overlapping, interleaved, interrupted, reordered, incremental, preparatory, supplemental, simultaneous, reverse, or other variant orderings, unless context dictates otherwise. Furthermore, terms like “responsive to,” “related to,” or other past-tense adjectives are generally not intended to exclude such variants, unless context dictates otherwise.

While various aspects and embodiments have been disclosed herein, other aspects and embodiments will be apparent to those skilled in the art. The various aspects and embodiments disclosed herein are for purposes of illustration and are not intended to be limiting, with the true scope and spirit being indicated by the following claims.

The invention claimed is:

1. A method for providing power to electronic media devices in a multipassenger vehicle comprising:

identifying a particular electronic media device independently powered by at least one battery module and configured for displaying alphanumeric content and/or visual content that is accessible in transit to a passenger; providing a selectively activated connection via a wired or wireless link to recharge the at least one battery module, based at least in part on the identifying the particular electronic media device and without causing usage interruption of an active operational mode of the electronic media device; and

implementing via a communication node a selection of content or application program or operation functionality that is accessible in transit to the identified electronic media device.

2. The method of claim 1 further comprising:

connecting a first battery cell component to the electronic media device during an active operational mode while concurrently connecting a second battery cell to a recharger unit.

3. The method of claim 1 further comprising:

activating an adaptor switch for connecting either a first battery cell or a second battery cell to the electronic media device to provide operational power during an active operation mode.

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4. The method of claim 1 wherein providing the activated connection to recharge includes:

causing an integral battery module to be periodically recharged during an on-board transit time period without its removal from the electronic media device.

5. The method of claim 1 wherein providing the activated connection to recharge includes:

causing an integral battery module to be recharged during an off-board time period without removal from the electronic media device.

6. The method of claim 1 further comprising:

positioning a recharger unit or a charging port proximate to a seat or chair for the passenger to provide an activated connection with the at least one battery module when the multipassenger transport vehicle is in transit.

7. The method of claim 1 further comprising:

linking a sensor device with the at least one battery module to provide a sensor output indicating whether a discharge benchmark has been met indicating a need for a recharging service.

8. The method of claim 7 further comprising:

transmitting the sensor output regarding the need for the recharging service directly or indirectly to one of the following: passenger, transport staff, controller module, battery service cart, recharger unit.

9. The method of claim 1 further comprising:

providing a physical connection between the electronic media device and the multipassenger transport vehicle to keep the electronic media device in close proximity to an assigned place or space during an active operational mode while in transit.

10. The method of claim 1 further comprising:

providing an adjustable or detachable physical connector between the electronic media device and the multipassenger transport vehicle to enable authorized mobile use during an active operational mode while in transit.

11. The method of claim 1 further comprising:

implementing a security lockout scheme to cause deactivation of the at least one battery module based on detection of unauthorized removal of its associated electronic media device from an acceptable monitored location on the multipassenger transport vehicle.

12. The method of claim 1 wherein providing the activated connection to recharge includes:

activating a fixed or portable recharger unit having a wired or wireless connection with the at least one battery module during an on-board or off-board dormant operational mode.

13. The method of claim 12 wherein said activating the fixed or portable recharger unit includes:

activating a fixed or portable recharger unit during a download of content or application programs from the communication node to the identified electronic media device.

14. The method of claim 1 further comprising:

deactivating the at least one battery module responsive to an event indicating that the electronic media device has been subjected to tampering or unauthorized usage or unauthorized access.

15. The method of claim 1 further comprising:

deactivating the at least one battery module upon arrival of the multi passenger transport vehicle at the individual passenger's final destination or upon termination of the individual passenger's approved access to the electronic media device.

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16. The method of claim 1 further comprising:  
providing the battery module that includes one or more of  
the following types of rechargeable battery cells: lithium  
ion, lithium ion polymer, nickel cadmium, nickel metal  
hydride, lead acid.
17. The method of claim 1 further comprising:  
providing a battery module that includes at least one pri-  
mary battery cell component and at least one secondary  
rechargeable battery cell component.
18. The method of claim 1 wherein the aforesaid method  
operations are incorporated as instructions in computer-read-  
able media for execution by one or more processors.
19. A computerized electronic media system for a multi-  
passenger transport vehicle comprising:  
an electronic media device independently powered by at  
least one battery module and configured for displaying  
alphanumeric content and/or visual content that is acces-  
sible in transit to a passenger;  
a storage component coupled to the electronic media  
device;  
an identifier associated with the electronic media device;  
a battery replacement unit adapted for implementing  
removal and/or replacement of the at least one battery  
module during an on-board or off-board operational  
mode of the electronic media device based at least in part  
on identifying the particular electronic media device;  
and  
a communication node configured to determine a selection  
of content or application program or operation function-  
ality that is accessible in transit to the identified elec-  
tronic media device.
20. The system of claim 19 wherein said electronic media  
device includes:  
a removable battery module which is configured for  
manual or automated replacement during an on-board  
transit time period.
21. The system of claim 19 wherein said electronic media  
device includes:  
a removable battery module which is configured for  
manual or automated replacement during an off-board  
time period while the electronic media device is in a  
dormant operational mode.
22. The system of claim 19 wherein said electronic media  
device includes:  
a dual battery module that includes an adaptor switch for  
connecting a first battery cell component to the elec-  
tronic media device during an active operational mode  
while concurrently disconnecting or deactivating a sec-  
ond battery cell.
23. The system of claim 19 further comprising:  
a controller module operatively coupled to an adaptor  
switch configured to provide manual or automated dis-  
connection of either the first battery cell or the second  
battery cell to enable removal or replacement of the  
disconnected battery cell.
24. The system of claim 19 further comprising:  
a portable battery supply cart configured to facilitate  
replacement of a battery cell component during an on-  
board transit time period without removal of the elec-  
tronic media device from an assigned location in the  
multipassenger transport vehicle.
25. The system of claim 19 further comprising:  
a portable or fixed battery supply unit configured to facili-  
tate replacement of a battery cell component during an  
off-board time period of the electronic media device.

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26. The system of claim 19 wherein said electronic media  
device includes:  
an individual battery module operatively connected only  
with its respective electronic media device in a manner  
to supply independent electrical power when the multi-  
passenger transport vehicle is in transit.
27. The system of claim 19 wherein said electronic media  
device includes:  
an individual battery module operatively connected with  
two or more electronic media devices in a manner to  
supply independent electrical power when the multipas-  
senger transport vehicle is in transit.
28. The system of claim 19 further comprising:  
a sensor device linked with the at least one battery module  
and configured to provide an output indicating whether  
a discharge benchmark has been met indicating a need  
for a battery removal or battery replacement service.
29. The system of claim 28 further comprising:  
a communication channel from said sensor device for  
transmitting the output regarding the need for the battery  
removal or battery replacement service directly or indi-  
rectly to one of the following: passenger, transport staff,  
controller module, battery supply station, battery ser-  
vice cart, battery replacement unit.
30. The system of claim 19 wherein said communication  
node is configured to download or provide access to the  
content or application program or operation functionality in  
response to confirmation of a cash or credit or debit payment  
made or authorized by an on-board passenger during a dor-  
mant or active operational mode via a user interface of the  
electronic media device.
31. The system of claim 19 further comprising:  
a security lockout scheme to prevent off-board activation  
of the at least one battery module of the electronic media  
device.
32. The system of claim 19 further comprising:  
a local communication link between the electronic media  
device and a network terminal on the multipassenger  
transport vehicle, for transmitting stored or downloaded  
or pre-recorded or real-time informational messages  
pursuant to programmed control or initiated by transport  
vehicle staff.
33. The system of claim 19 further comprising:  
an input device for scanning credit authorization or receiv-  
ing payment confirmation associated with the approved  
passenger or approved group of passengers, wherein the  
payment confirmation enables one or more of the fol-  
lowing: activation of the at least one battery module,  
replacement of a battery cell component, activation of  
the electronic media device, in transit food or beverage,  
optional audio and/or video content.
34. The system of claim 19 wherein said controller module  
is configured to provide an operational mode that enables a  
battery removal or battery replacement service while the elec-  
tronic media device is located at one or more of the following  
types of situs in the multipassenger transport vehicle: seat,  
room, dining area, lounge, game room, bedroom, library,  
cafe, bar, aisle, observation deck, theater.
35. The system of claim 19 further comprising:  
a data table indicative of one or more categories or types of  
content or application program or operation function-  
ality that are accessible for downloading pursuant to  
supervisory control by the communication node during a  
battery removal or battery replacement service.
36. The system of claim 19 further comprising:  
a physical connector between the electronic media device  
and the multipassenger transport vehicle, wherein the  
physical connector is adapted to keep the electronic

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media device in close proximity to an assigned place during a battery removal or battery replacement service.

37. The system of claim 19 further comprising:  
an adjustable or detachable physical connector between the electronic media device and the multipassenger transport vehicle, wherein the electronic media device is adapted for relocation to an on-board or off-board battery replacement unit during a dormant operational mode.

38. The system of claim 19 further comprising:  
a fixed or portable battery replacement unit configured to facilitate removal or replacement of the at least one battery module during an on-board or off-board dormant operational mode.

39. The system of claim 19 wherein said recharger unit includes:  
a fixed or portable battery replacement unit configured to facilitate removal or replacement of the at least one battery module during a download of content or application programs from the communication node to the storage component.

40. The system of claim 19 further comprising:  
a battery module that includes one or more of the following types of disposable primary battery cell components: alkaline, carbon zinc, zinc chloride, silver oxide, lithium.

41. The system of claim 19 further comprising:  
a battery module that includes at least one primary battery cell component and at least one secondary rechargeable battery cell component.

42. A computer program product comprising non-transitory computer-readable media having encoded instructions for executing a power supply method for electronic media devices in a multipassenger transport vehicle, wherein the method includes:  
establishing identity of one or more electronic media devices independently powered by respective battery modules and capable of displaying alphanumeric content and/or visual content during an in transit time period;  
facilitating periodic servicing of the respective battery modules to maintain adequate power without usage interruption of an active operational mode of the electronic media devices based at least in part on identifying a particular electronic media device; and

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implementing management control regarding selection of content or application program or operation functionality that is accessible in transit to a particular identified electronic media device.

43. The computer program product of claim 42 wherein said facilitating periodic servicing of the respective battery modules includes:  
confirming activation of a wired or wireless link to recharge the respective battery modules.

44. The computer program product of claim 42 wherein the method further includes:  
processing a sensor output indicating a need for a recharging service for a battery module associated with a particular electronic media device.

45. The computer program product of claim 42 wherein said facilitating periodic servicing of the respective battery modules includes:  
facilitating removal and/or replacement of the respective battery modules during an on-board or off-board operational mode of the one or more electronic media devices.

46. The computer program product of claim 42 wherein the method further includes:  
processing a sensor output indicating a need for removal or replacement of a battery module associated with a particular electronic media device.

47. The computer program product of claim 42 wherein the method further includes:  
maintaining a data table indicative of one or more categories or types of content or application program or operation functionality that are accessible for downloading to one or more designated electronic media devices pursuant to supervisory control by an external communication node.

48. The computer program product of claim 42 wherein the method further includes:  
implementing a security lockout scheme to cause deactivation of a designated battery module based on detection of unauthorized removal of its associated electronic media device from an acceptable monitored location on the multipassenger transport vehicle.

49. The computer program product of claim 42 wherein the method further includes:  
deactivating a designated battery module responsive to an event indicating that its associated electronic media device has been subjected to tampering or unauthorized usage or unauthorized access.

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